

## AGENDA

### DEPARTMENT OF TRANSPORTATION

#### TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 14, 2007– Lake Superior Room,  
1<sup>st</sup> Floor, Michigan Library and Historical Center, 3:30 PM  
State Administrative Board Meeting: March 20, 2007 – Lake Superior Room,  
1st Floor, Michigan Library and Historical Center, 11:00 AM

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This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

#### **SUBCONTRACTS**

1.	<b>Sanisweep, Inc.</b>	<b>Low Bid:</b>	<b>\$ 117,418.48</b>
	<b>0-3450 Riverhill Drive</b>	<b>1<sup>st</sup> Optional Year:</b>	<b>\$ 58,709.24</b>
	<b>Grand Rapids, MI 49544</b>	<b>Total:</b>	<b>\$ 176,127.72</b>

#### **Description of Work: Street Sweeping and Pickup**

Approval is requested to authorize the Muskegon County Road Commission to award the first optional year of a subcontract for seasonal street sweeping on various trunklines in Muskegon County. This two-year subcontract with two optional years was awarded to the low bidder and approved by the State Administrative Board (SAB) on April 5, 2005. The project was advertised, and two bids were received. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for street-sweeping and pickup work to be performed on state trunklines in Muskegon County for an additional year.

**Benefit:** The subcontract will provide for safer highways free from hazardous road obstructions.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the SAB pursuant to the requirements of the SAB resolution.

**Risk Assessment:** If work is not performed, the roadways could become hazardous.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49544.

2.	<b>Midwest Trenchless Services</b> <b>351 West 136<sup>th</sup> Street</b> <b>Grant, MI 49327</b>	<b>Low Bid:</b> <b>Engineer's Estimate:</b> <b>Over/Under:</b>	<b>\$ 118,453</b> <b>\$ 125,000</b> <b>-5.2%</b>
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### **Description of Work: Culvert Liner Installation**

Approval is requested to authorize the Gladwin County Road Commission to award a subcontract for the installation of culvert liners along M-30 in Gladwin County, along US-10 in Midland County, along US-127 in Isabella County, and along US-127 in Gratiot County. The culvert repairs are needed to prevent the rusted culvert bottoms from washing out during times of high water flow. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the repair of culverts with flexible liners to extend their service lives. The liners will be placed in the culverts on various locations along M-30 in Gladwin County, US-10 in Midland County, US-127 in Isabella County and US-127 in Gratiot County.

**Benefit:** The installation of liners in culverts that have rusted and need to be repaired will make the highways safer.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

**Risk Assessment:** The culverts are in need of new liners to extend their service lives. If the culverts are not repaired, the bottoms will rust and wash out during times of high water flow. The loss of material below the culverts could cause a void under the road, which could cause the road to collapse.

**Cost Reduction:** The project was competitively bid and advertised; the low bidder was selected.

**Selection:** Low bid.

**New Project Identification:** This is routine maintenance and not a new project.

**Zip Code:** 49327.

## **CONTRACTS**

### 3. AERONAUTICS AND FREIGHT (Aeronautics) – Resolution “A” (Transfer to Governmental Agency)

The subject property is located in West Branch Township, Dickinson County, Michigan, and contains approximately 120 acres. The property was transferred in 1969 at no cost from the Michigan Department of Natural Resources (MDNR) to the Michigan Aeronautics Commission for use as an emergency airport. The airport was abandoned in 1982, and there are no plans to reactivate the airport. The airport property is currently landlocked and surrounded by MDNR property. The Forest Management Division has requested that the property be transferred back to MDNR at no cost to be included with the surrounding MDNR properties. The parcel was determined to be excess by the Bureau of Aeronautics and Freight Services, Airports Division.

\$0

**Purpose/Business Case:** The purpose of the excess property transfer is to relinquish unused state-owned airport property back to MDNR for inclusion with surrounding MDNR properties. The property was used as an emergency airport but has been abandoned since 1982. There are no plans to reactivate the airport.

**Benefit:** MDOT benefits by reducing the inventory of state-owned airport properties.

**Funding Source:** N/A.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The excess property is no longer needed for transportation purposes.

**Risk Assessment:** There is no risk to MDOT. The excess property is reverting to MDNR for inclusion with surrounding MDNR properties.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48661.

4. HIGHWAYS (Real Estate) – Resolution “A” (Railroad Easement)

Sale RR-030-E, Item 1, Control Section 2804H5, Parcel 1E

The subject property is located in the township of Paradise, Grand Traverse County, Michigan, and contains approximately 620 square feet. The appraisal process has been waived because of the nominal value of the property. The approved processing fee of \$200 has been received by MDOT. The transaction was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on December 13, 2006. The easement was requested by Consumers Energy Company for purposes of installation and maintenance of a utility pole for electric service to a railroad communications device. The tract was not offered to the local municipalities because it is an easement. The easement was approved by the Bureau of Aeronautics and Freight Services on December 6, 2006.

\$200

**Purpose/Business Case:** The purpose of granting an easement on railroad property is to allow state agencies, local units of government, or private parties the use of MDOT property while MDOT maintains the integrity of the railroad corridor by retaining the fee ownership. MDOT may charge a processing fee to offset costs associated with granting such easements.

**Benefit:** MDOT benefits by allowing the use of a portion of the railroad corridor without affecting the functionality of the corridor by retaining the fee interest. This addresses issues involving landlocked property, encroachments, or other property concerns.

**Funding Source:** N/A – revenue generating.

**Commitment Level:** Easements are processed for a fee established by a MDOT process team.

**Risk Assessment:** Easements are utilized in situations in which MDOT would like to retain fee ownership while addressing a specific real estate need.

**Cost Reduction:** The state does not accept less than fair market value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 48139.

5. HIGHWAYS (Real Estate) – Resolution “B” (Release of Reversionary Interest)  
Tract 437, Control Section 36022, Parcel 1X Part B

The subject tract is located in the Township of Crystal Falls, Iron County, Michigan, and contains approximately 1.45 acres. The tract was originally appraised by Steve Douglas, Superior Region Real Estate Agent, on August 1, 2006, in the amount of \$6,380. The appraised tract was approved for sale by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Support Area, on August 28, 2006, at \$6,380 and was subsequently sold to the Township of Crystal Falls in September 2006, for the appraised value of \$6,380 with a ten-year reversionary covenant in favor of the Michigan Department of Transportation (MDOT) if the tract is not used for a public purpose. The Township of Crystal Falls has requested that MDOT release the ten-year reversionary covenant so that it may develop the property for placement of a community water tower. Compensation for the release of a reversionary covenant is based on the difference between the original sale price and the current market value of the property (less the value of improvements made by the purchaser) prorated over the ten-year reversionary term. The appraisal process is being waived because the original sale is less than one year old and there is no difference in value between the current market value and the value approved for the original sale in 2006. Therefore, compensation for the release of the ten-year reversionary covenant is waived. Release of the ten-year reversionary covenant was approved by Kirk Steudle, Director of MDOT, February 13, 2007.

\$0

**Purpose/Business Case:** The purpose of this transaction is to release the reversionary interest that MDOT has on property previously sold to the Township of Crystal Falls, Iron County, Michigan.

**Benefit:** The Township of Crystal Falls paid fair market value when the property was sold by MDOT. Releasing the reversionary interest will allow the township to receive federal funds in order to develop the tract for a public purpose by constructing a water tower for the community.

**Funding Source:** N/A.

**Commitment Level:** N/A.

**Risk Assessment:** N/A.

**Cost Reduction:** N/A.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49920.

6. HIGHWAYS (Real Estate) – Resolution “C” (Sale to Abutting Owner)  
Tract 924, Control Section 70041, Parcel 215 AP, Part A

The subject tract is located in the township of Allendale, Ottawa County, Michigan, and contains approximately 8,215 square feet. The tract is undersized and will not qualify for individual use. The highest and best use is assemblage with the abutting land. The tract was appraised by Terry W. Seeley, Senior Residential Appraiser, on December 7, 2006, at \$21,000. The appraisal was reviewed by Dave Thomas, Property Analyst, on December 22, 2006, at the amount of \$21,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on December 22, 2006, for the amount of \$21,000. The tract is landlocked with two abutting owners. One of the abutting owners, KDVM, LLC, obtained a signed waiver of interest to purchase tract 924. KDVM, LLC, has submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$21,000, which represents the full sale price of the tract. The tract was offered to the local municipalities per procedural requirements. The property has been declared excess by the Bureau of Highways – Development.

\$21,000

**Purpose/Business Case:** The purpose of excess property sale is to dispose of state-owned excess property by sale to state agencies, local units of governments, or private parties. The sale of excess property returns revenue to the state.

**Benefit:** MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

**Funding Source:** N/A - revenue generating.

**Commitment Level:** Excess property is appraised to determine fair market value. The sale price or exchange value is based on that appraised value.

**Risk Assessment:** If excess property is not sold, the amount of state revenue will be reduced.

**Cost Reduction:** The state does not accept less than appraised value.

**Selection:** N/A.

**New Project Identification:** N/A.

**Zip Code:** 49401.

7. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount  
Amendatory Contract (2006-0515/A1) between MDOT and the Baraga County Board of Commissioners will add a cultural resource survey to the project and increase the contract amount by \$44,000. The cultural resource survey will determine if there is evidence of any below ground archeological sites eligible for reporting to the National Register of Historic Places. The original contract provides for the performance of an environmental assessment (phase 2) for a new airport at the Baraga County Airport in Baraga, Michigan. The term of the contract remains unchanged, October 13, 2006, through October 12, 2026. The revised contract amount will be \$102,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
State Restricted Aeronautics Funds	\$55,100	\$41,800	\$ 96,900
Local Funds	\$ 2,900	\$ 2,200	\$ 5,100
Total	<u>\$58,000</u>	<u>\$44,000</u>	<u>\$102,000</u>

\* Denotes a non-standard contract/amendment

**Purpose/Business Case:** To increase the contract amount by \$44,000 to add a cultural resource survey to the project work as part of the environmental assessment for the new airport. The cultural resource survey will determine if there is evidence of any below ground archeological sites eligible for reporting to the National Register of Historic Places.

**Benefit:** Will ensure that all environmental impacts for the proposed new airport are identified. The survey will also satisfy the requirements of the National Registry of Historic Places.

**Funding Source:** State Restricted Aeronautics Funds - \$96,900; Baraga County Funds - \$5,100; Contract Total - \$102,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the amendment is not awarded, Baraga County would be responsible for the additional costs. The county cannot afford the costs at this time without state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 49962.

8. \*AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount

Amendatory Contract (2006-0607/A1) between MDOT and Mayfield Township will increase the contract amount by \$65,000 due to higher than anticipated construction costs for the snow removal equipment building. The original contract provides for the purchase of snow removal equipment and for the design and construction of a building to store the snow removal equipment at the Dupont-Lapeer Airport in Lapeer, Michigan. The contract term remains unchanged, September 21, 2006, through September 20, 2026. The revised contract amount will be \$285,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration Funds	\$176,000	\$52,000	\$228,000
State Restricted Aeronautics Funds	\$ 38,500	\$11,375	\$ 49,875
Mayfield Township Funds	\$ 5,500	\$ 1,625	\$ 7,125
Total	<u>\$220,000</u>	<u>\$65,000</u>	<u>\$285,000</u>

**Purpose/Business Case:** To increase the funds by \$65,000 due to higher than anticipated construction costs for the snow removal equipment storage building.

**Benefit:** Will provide the additional funds needed to complete the work and close the project.

**Funding Source:** Federal Aviation Administration Funds - \$228,000; State Restricted Aeronautics Funds - \$49,875; Mayfield Township Funds - \$7,125; Contract Total - \$285,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** The risk of not approving the amendment is that Mayfield Township would be responsible for the additional costs. The township cannot afford the costs without federal and state participation.

**Cost Reduction:** The construction was bid locally and awarded to the lowest bidder.

**Selection:** N/A.

**New Project Identification:** This is an amendment to an existing project.

**Zip Code:** 48446.

9. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Airport Improvements  
Contract (2007-0434) between MDOT and the City of Allegan will provide federal and state grant funds for the final design of the realignment and extension of runway 10/28, the parallel taxiway, and the connecting taxiway reconstruction at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$145,000. Source of Funds: FAA Funds (via block grant) - \$116,000; State Restricted Aeronautics Funds - \$25,375; City of Allegan Funds - \$3,625.

**Purpose/Business Case:** To provide for the development of engineering plans for the final design of the realignment and extension of runway 10/28, the parallel taxiway, and the connecting taxiway reconstruction.

**Benefit:** To provide a design that meets all federal and state safety and airport design standards.

**Funding Source:** FAA Funds (via block grant) - \$116,000; State Restricted Aeronautics Funds - \$25,375; City of Allegan Funds - \$3,625; Contract Total - \$145,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 49010.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Wetland Mitigation Bank Credits  
Contract (2007-0437) between MDOT and the City of Battle Creek will provide local funds for the purchase of wetland mitigation bank credits for an airport access road project at the W. K. Kellogg Airport in Battle Creek, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$77,250. Source of Funds: City of Battle Creek Funds - \$77,250.

**Purpose/Business Case:** To provide for the local share of funding for the purchase of wetland mitigation bank credits needed to replace wetland fill due to the construction of an airport access road project at the W. K. Kellogg Airport. MDOT previously purchased 56.2 acres of wetland bank credits, using federal and state grant funds. These credits are available to be used by various airports to satisfy their wetland mitigation requirements. The contract provides the local match to purchase the credits.

**Benefit:** Will satisfy the wetland mitigation needs of the airport.

**Funding Source:** City of Battle Creek Funds - \$77,250; Contract Total - \$77,250.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If this contract is not approved, the costs associated with constructing wetlands and with delayed projects could increase.

**Cost Reduction:** The funding amount is not negotiable.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49015.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0438) between MDOT and the City of Holland will provide federal and state grant funds for the land acquisition costs for parcel E33/36 at the Tulip City Airport in Holland, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$32,812; City of Holland Funds - \$4,688.

**Purpose/Business Case:** To provide for the land acquisition costs for parcel E33/36 (Piers), including court awarded condemnation damages, expert witness costs, and attorney fees.

**Benefit:** Will enable the land needed for a runway extension project to be purchased. The extended runway will allow larger aircraft to use the airport and will improve safety.

**Funding Source:** FAA Funds (via block grant) - \$150,000; State Restricted Aeronautics Funds - \$32,812; City of Holland Funds - \$4,688; Contract Total - \$187,500.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The amount is a court-ordered settlement and is not negotiable.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 49242.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0439) between MDOT and the Southwest Michigan Regional Airport Authority (SMRAA) will provide federal and state grant funds for the land acquisition costs for approximately fifty homes in the Benton Heights area (phase 3) at the Southwest Michigan Regional Airport in Benton Harbor, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$3,940,000. Source of Funds: FAA Funds (via block grant) - \$3,152,000; State Restricted Aeronautics Funds - \$689,500; SMRAA Funds - \$98,500.

**Purpose/Business Case:** To provide for the land acquisition costs of approximately fifty homes in the Benton Heights area (phase 3). The project includes parcel acquisition, relocation, closing costs, and condemnation fees.

**Benefit:** Acquiring the land will benefit the airport by providing the required federal safety and protection areas and the ability to extend the runway to 6,000 feet. The additional runway length will allow aircraft with heavier payloads and additional fuel to use the airport in adverse weather conditions.

**Funding Source:** FAA Funds (via block grant) - \$3,152,000; State Restricted Aeronautics Funds - \$689,500; SMRAA Funds - \$98,500; Contract Total - \$3,940,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.



**New Project Identification:** This is phase 3 of an existing project.

**Zip Code:** 49022.

13. AERONAUTICS AND FREIGHT (Aeronautics) - Construction of Airport Improvements

Contract (2007-0456) between MDOT and the Shiawassee Airport Board will provide federal and state grant funds for the rehabilitation and expansion of the terminal apron at the Owosso Community Airport in Owosso, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$187,000. Source of Funds: FAA Funds (via block grant) - \$7,200; State Restricted Aeronautics Funds - \$170,675; Shiawassee Airport Board Funds - \$9,125.

**Purpose/Business Case:** To provide for the rehabilitation and expansion of the terminal apron.

**Benefit:** The rehabilitation will extend the useful life of the pavements and will enhance the safety of airport users. The expansion will allow for larger aircraft and more traffic on the apron.

**Funding Source:** FAA Funds (via block grant) - \$7,200; State Restricted Aeronautics Funds - \$170,675; Shiawassee Airport Board Funds - \$9,125; Contract Total - \$187,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The project was let through MDOT and awarded to the lowest bidder. There were six bidders.

**Selection:** N/A.

**New Project Identification:** This is for the rehabilitation and expansion of an existing facility.

**Zip Code:** 48867.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0458) between MDOT and the City of Big Rapids will provide federal and state grant funds for the land acquisition costs of parcel 21 at the Roben-Hood Airport in Big Rapids, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$17,000. Source of Funds: FAA Funds (via block grant) - \$13,600; State Restricted Aeronautics Funds - \$2,975; City of Big Rapids Funds - \$425.

**Purpose/Business Case:** To provide for the land acquisition costs of parcel 21, including the title search, preliminary interviews, appraisal and appraisal review, negotiation, property survey, Exhibit X drawings, and update of the Exhibit A property map for the entire airport.

**Benefit:** By acquiring the land, the airport will ensure clear approaches and maintain safety by controlling the property inside the runway protection zone and by limiting any building obstructions inside the building restriction area.

**Funding Source:** FAA Funds (via block grant) - \$13,600; State Restricted Aeronautics Funds - \$2,975; City of Big Rapids Funds - \$425; Contract Total - \$17,000.

**Commitment Level:** The contract is for a fixed cost.

**Risk Assessment:** If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

**Cost Reduction:** The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

**Selection:** N/A.

**New Project Identification:** This is a new project at an existing facility.

**Zip Code:** 49307.

15. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (82099-89978) under Master Agreement (94-0805), dated October 9, 1995, between MDOT and CSX Transportation, Inc. (CSX), will provide funding for the replacement of the existing passive warning devices with new side-of-street flashers and appropriate circuitry at CSX's grade crossing of Fullerton Avenue in the city of Detroit, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Detroit and approved on February 8, 2007. The project cost is estimated at \$120,000. Source of Funds: Federal Highway Administration Funds - \$72,000; FY 2007 State Restricted Trunkline Funds - \$48,000.

**Purpose/Business Case:** To provide for the installation of new side-of-street flashers and appropriate activation circuitry at the existing grade crossing of CSX with Fullerton Avenue in the city of Detroit, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

**Benefit:** The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new side-of-street flashers and appropriate activation circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

**Funding Source:** Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$72,000; FY 2007 State Restricted Trunkline Funds - \$48,000.

**Commitment Level:** The contract cost is based on CSX's field estimate and will be paid on a force account basis.

**Risk Assessment:** This crossing is currently equipped with passive crossbuck signs. The installation of active warning devices will reduce motorist exposure to risk by 70 percent.

**Cost Reduction:** The work will be performed by CSX on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of CSX and the City of Detroit.

**Selection:** N/A.

**New Project Identification:** This is an upgrade to an existing crossing.

**Zip Code:** 48227.

16. \*EXECUTIVE (Office of Economic Development and Enhancement) – Revision of Payment Provisions

Amendatory Contract (2006-0483/A1) between MDOT and Michigan Fitness Foundation (MFF) will modify the method used to calculate the overhead rate (in accordance with requirements for nonprofit organizations) and will add a provision for employee time and attendance reporting (to comply with federal Office of Management and Budget Circular A-122). The original contract provides for program development, project management, education and outreach, and technical assistance services to support the federal Safe Routes to School Program (Section 1404 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users) to be performed on an as needed/when needed basis. The contract term remains unchanged, March 1, 2006, through September 30, 2009. The contract amount remains unchanged at \$3,250,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To modify the method for calculating the overhead rate and to add a provision for the reporting of employee time and attendance to comply with federal requirements.

**Benefit:** Will revise the payment provisions in accordance with requirements for nonprofit organizations and with federal reporting requirements.

**Funding Source:** Federal, Restricted State, or local funds, depending on the particular project authorized.

**Commitment Level:** The authorization costs are capped based on an estimate of the costs of the identified work over the life of the federal program authorization.

**Risk Assessment:** If this amendment is not approved, the overhead calculation and time and attendance reporting provisions will not be in compliance with the federal requirements, and reimbursement to MFF may be delayed.

**Cost Reduction:** N/A.

**Selection:** N/A for amendment; best source for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48864.

17. HIGHWAYS - IDS University Research Services

**Retroactive** Authorization Revision (Z6/R1) under Contract (2003-0026) between MDOT and the University of Michigan will extend the authorization term by one year to provide sufficient time for the university to complete the research services (174 days retroactive). The additional time is needed because of delays in coordinating with MDOT region offices for approval of lane closures for pavement investigations, unexpected malfunctions with specialized testing equipment, and the retirement of the MDOT operator of the special equipment. The extension will ensure that sufficient time is available for the university to complete field testing of two to three pavement sites, perform detailed data analysis and finite element modeling, consult with MDOT's Pavement Committee, and write a final report. Testing is not performed during the winter months when freezing temperatures cause frost formation in the pavement base layers. It is likely that the remainder of the activities required to complete this project will not begin until April due to weather conditions and will be contingent upon the hiring of a new testing equipment operator. The original authorization, which expired on September 27, 2006, provided for an examination of the excellent performance of jointed reinforced concrete pavement with stabilized open-graded drainage course. The revised authorization term will be September 27, 2005, through September 30, 2007. The authorization amount remains unchanged at \$146,095.80. The contract term is October 21, 2003, through October 21, 2006, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** Will retroactively extend the authorization term by one year to provide sufficient time for the university to complete the research services.

**Benefit:** MDOT is reconsidering the use of stabilized bases for rigid pavement designs. Stabilized bases were used with older reinforced concrete pavements that are performing well. The objective of this project is to identify the factors responsible for that performance for possible use in designs for non-reinforced pavements that have exhibited isolated premature cracking related to inadequate base support.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If the revision is not approved, an opportunity will be lost to examine the benefits and costs of changing the base design of non-reinforced concrete pavement designs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; N/A for the original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 48109.

18. HIGHWAYS - Time Extension

Amendatory Contract (2005-0110/A3) between MDOT and Great Lakes Engineering Group, LLC, will extend the contract term by approximately one year to provide sufficient time for the consultant to finalize documents and close out the construction engineering contract. The additional time is needed because of a delay in the construction contractor's provision of service. The original contract provides for full construction engineering services to be performed on I-75 in Berlin, Erie, Frenchtown, LaSalle, and Monroe Townships and in the city of Monroe, Monroe County (CS various - JN various). The revised contract term will be April 8, 2005, through April 1, 2008. The contract amount remains unchanged at \$1,630,546.36. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To extend the contract term by approximately one year to provide sufficient time for the consultant to complete the construction engineering and inspection services.

**Benefit:** Will provide the additional time required to complete adequate project oversight and inspection and testing services, as required by federal law, which will result in a high quality product. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve this time extension could result in the loss of needed improvements within the communities and the loss of federal participation on this project.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for amendment; qualifications-based for original contract.

**New Project Identification:** This is not a new project.

**Zip Code:** 48161.

19. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R1) under Contract (2005-0218) between MDOT and Rowe, Inc., will provide for additional design services to be performed for hot mix asphalt (HMA) milling and resurfacing on M-1 (Woodward Avenue) and will increase the authorization amount by \$57,475.24. The work items include preparing required plans and pavement marking plans and performing surveys. The original authorization provides for design services to be performed for the rehabilitation of M-1 (Woodward Avenue) from I-94 to Adams Road in the city of Detroit, Wayne County (CS 82131 - JN 76903C). The authorization term remains unchanged, August 19, 2005, through May 4, 2008. The revised authorization amount will be \$628,624.20. The contract term is May 4, 2005, through May 4, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for additional design services to be performed for HMA milling and resurfacing on M-1. The work items include preparing required plans and pavement marking plans and performing surveys.

**Benefit:** Will provide a safe driving surface with good ride quality that will improve mobility and access to local businesses. The current conditions warrant an HMA milling and resurfacing which will protect the existing road base from water infiltration.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this project is not approved, the road surface will continue to deteriorate to the point that total replacement is the only option, which will affect mobility and increase costs.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 48201.

20. HIGHWAYS - IDS Engineering Services

Authorization (Z21) under Contract (2005-0266) between MDOT and Tyme Engineering, Inc., will provide for the performance of as-needed construction technical assistance services for projects in the Metro Region administered by the Macomb Transportation Service Center (TSC). The authorization will be in effect from the date of award through June 21, 2008. The authorization amount will be \$312,000.12. The contract term is June 21, 2005, through June 21, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed construction technical assistance services to be performed for projects in the Metro Region administered by the Macomb TSC.

**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to approve the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a not new project.

**Zip Code:** 48082.

21. HIGHWAYS - IDS Engineering Services

Authorization (Z6) under Contract (2006-0117) between MDOT and Fleis & Vandenbrink Engineering, Inc., will provide for as-needed inspection and testing services to be performed along US-131 northbound from Ann Street to North Park Street and at various bridge locations. The work items include project administration, hot mix asphalt inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$580,004.54. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed along US-131 northbound from Ann Street to North Park Street and at various bridge locations.

**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49504.

22. HIGHWAYS - IDS Engineering Services

Authorization (Z16/R1) under Contract (2006-0129) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design services and will increase the authorization amount by \$129,836. The additional services will include design surveys of the mitigation site, wetland design for the mitigation site, and subsurface geotechnical borings at the site. The original authorization provides for design surveys, road design, traffic control, pavement marking plans, signing plans, and subsurface geotechnical borings, on US-41/M-28 from one mile west of M-95 northerly through Champion to the Peshekee River Bridge in Humboldt, Michigamme, and Champion Townships, Marquette County (CS 52041 - JN 75463C). The authorization term remains unchanged, June 8, 2006, through February 13, 2009. The revised authorization amount will be \$378,092.91. The contract term is February 14, 2006, through February 13, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services, including design surveys of the mitigation site, wetland design for the mitigation site, and subsurface geotechnical borings at the site.

**Benefit:** Improved safety and extended service life for this roadway, in accordance with MDOT's Five-Year Plan.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this revision is not approved, the safety and serviceability of the roadway will continue to deteriorate.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A for revision; qualifications-based for original authorization.

**New Project Identification:** This is not a new project.

**Zip Code:** 49814.

23. HIGHWAYS - IDS Engineering Services

Authorization (Z29) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of road design services for the reconstruction of M-11 (28th Street) from east of US-131 to west of Division Avenue in the city of Wyoming, Kent County (CS 41062 - JN 75080C). The work items will include preparing required plans, typical cross sections, maintaining traffic plans, pavement marking plans, permanent signing plans, and right-of-way plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$230,752.99. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of road design services for the reconstruction of M-11 (28th Street) from east of US-131 to west of Division Avenue in the city of Wyoming, Kent County.

**Benefit:** Will provide a better pavement ride and will reduce the maintenance required for this segment of roadway.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the existing pavement will continue to deteriorate, requiring additional maintenance and resulting in increased travel delays and safety concerns.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49548.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z30) under Contract (2006-0155) between MDOT and Wilcox Professional Services, LLC, will provide for design services to be performed for the Grand Region (CS 84913 - JN 88463C). The services will include assisting Region staff with quality assurance/quality control (QA/QC) reviews for projects currently in design for the Five Year Plan, providing assistance with project scoping, and reviewing preliminary cost estimates for the Region's annual Call for Projects (CFP) process. The authorization will be in effect from the date of award through February 23, 2009. The authorization amount will be \$210,559.86. The contract term is February 24, 2006, through February 23, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for the Grand Region. The services will include assisting Region staff with QA/QC reviews for projects currently in design for the Five Year Plan, providing assistance with project scoping, and reviewing preliminary cost estimates for the Region's annual CFP process.

**Benefit:** Will provide for in-depth project reviews. This work is necessary to assist MDOT staff in reducing errors and omissions in final design plans that could lead to cost overruns and delays during construction.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, less time would be spent on project reviews, increasing the chance of errors that could result in increased construction costs and construction delays.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 49504.

25. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2006-0181) between MDOT and Soil and Materials Engineers, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region's 2007 hot mix asphalt (HMA) program at various locations in the Bay Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$423,745.91. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay Region's 2007 HMA program.

**Benefit:** Will provide for the performance of as-needed construction engineering services that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

\* Denotes a non-standard contract/amendment

**Risk Assessment:** If this authorization is not approved, federal participation could be lost on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z14) under Contract (2006-0183) between MDOT and Spicer Group, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC). The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$750,234.22. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay City TSC.

**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48706.

27. HIGHWAYS - Increase Services and Amount

Amendatory Contract (2006-0208/A1) between MDOT and Alfred Benesch & Company will provide for the performance of additional design services and will increase the contract amount by \$317,431.24. The additional services will include right-of-way design, design survey work, and design of the floodplain mitigation area. The original contract provides for road and bridge design services for the reconstruction of I-196 (including the reconstruction/widening of structures) at the Baldwin Avenue interchange and from the Kent/Ottawa County line east to Chicago Drive, Kent County (CS 41029, 41062 - JN 46274C, 75069C, 79447C). The contract term remains unchanged, March 15, 2006, through October 1, 2008. The revised contract amount will be \$3,278,995.93. Source of Funds: 75.27% Federal Highway Administration Funds and 24.73% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of additional design services and to increase the contract amount by \$317,431.24. The additional services will include right-of-way design, design survey work, and design of the floodplain mitigation area.

**Benefit:** Will provide for the completion of the design for the new interchange.



**Funding Source:** 75.27% Federal Highway Administration Funds and 24.73% State Restricted Trunkline Funds.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** If this amendment is not approved, the completion of the design services and the delivery of the project will be delayed.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** N/A for amendment; qualifications-based for original contract.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49418.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2006-0224) between MDOT and Professional Service Industries, Inc., will provide for as-needed inspection and testing services to be performed for the Bay Region's 2007 hot mix asphalt (HMA) program at various locations throughout the Bay Region. The work items include project administration, HMA inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through March 7, 2009. The authorization amount will be \$315,535.43. The contract term is March 8, 2006, through March 7, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay Region's 2007 HMA program.

**Benefit:** Will provide for the performance of as-needed construction engineering services that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, federal participation may be lost on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0349) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed inspection and testing and/or surveying services to be performed for the Lansing Transportation Service Center (TSC). The work items include project administration, hot mix asphalt inspection, quality assurance testing, and the preparation and documentation of project records. The authorization will be in effect from the date of award through May 1, 2009. The authorization amount will be \$363,295.11. The contract term is May 2, 2006, through May 1, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing and/or surveying services to be performed for the Lansing TSC.

**Benefit:** Will provide for project administration, inspection, and testing services, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48823.

30. HIGHWAYS - IDS University Research Services

Authorization (Z1) under Contract (2006-0415) between MDOT and Western Michigan University will provide for continuing investigation into continuous for live load (CLL) link slab deck system design issues. The project will address the concerns of designers about specific components and will provide for field evaluation of a limited number of bridges constructed with the CLL link slab deck system. The authorization will be in effect from the date of award through 16 months. The authorization amount will be \$123,069.26. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To investigate design issues related to the CLL link slab deck system.

**Benefit:** Will provide ideas for design improvements for link slab sliding backwalls, integral abutments, and bearings.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved and effective treatments are not instituted, continued maintenance of bridge decks at abutments and piers will be required.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48202.

31. HIGHWAYS - IDS University Research Services

Authorization (Z2) under Contract (2006-0415) between MDOT and Western Michigan University will provide for continuing investigation into the performance of transverse post-tensioning of side-by-side box beam bridges (phase II). The authorization will be in effect from the date of award through 15 months. The authorization amount will be \$193,821.80. The contract term is from July 13, 2006, through July 12, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Purpose/Business Case:** To investigate the performance of transverse post-tensioning of side-by-side box beam bridges. The project will address the replacement of interior and exterior damaged bridge beams due to deterioration or high load impact, longitudinal cracks in the deck slabs between the box beams due to lack of adequate post-tensioning and joint detail, deterioration of concrete and corrosion of steel strands resulting from leakage, unbonded transverse post-tensioning, alignment of post-tensioning ducts due to differential cambers of box beams of skew bridges, and part-width construction for wide bridges.

**Benefit:** Will provide suggestions for improving the performance of side-by-side box beam bridges for field implementation.

**Funding Source:** 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the longevity of bridge superstructures may continue to decrease and costs may continue to increase.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48202.

32. HIGHWAYS - IDS Engineering Services

Authorization (Z10) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for the performance of construction inspection and testing services on an as-needed basis for the Mount Pleasant Transportation Service Center (TSC) at various locations in Clare, Gladwin, Gratiot, Isabella, and Midland Counties. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$248,415.82. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for construction inspection and test services to be performed on an as-needed basis for the Mount Pleasant TSC for various locations throughout Clare, Gladwin, Gratiot, Isabella, and Midland Counties. The services will cover the 2007 construction season.

**Benefit:** Will provide adequate construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects. The services will ensure that all parts of the construction are up to current MDOT standards.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48858.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z16) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed office technician services to be performed for the Lansing Transportation Service Center (TSC). The work items include project file administration and the preparation and documentation of project records. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$103,954.64. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed office technician services to be performed for the Lansing TSC.

**Benefit:** Will provide for project file administration in accordance with state and federal standards, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in not delivering the program in a timely manner, causing delays during construction. Also, federal participation could be lost on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48823.

34. HIGHWAYS - IDS Engineering Services

Authorization (Z19) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for as-needed traffic and safety work zone inspection services to be performed for the University Region. The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$125,941.93. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed traffic and safety work zone inspection services to be performed for the University Region.

**Benefit:** Will provide for as-needed traffic and safety work zone inspection services to be performed that are required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48823.

35. HIGHWAYS - IDS Engineering Services

Authorization (Z17) under Contract (2006-0616) between MDOT and Wade Trim Associates, Inc., will provide for as-needed inspection and testing services to be performed for the Bay City Transportation Service Center (TSC). The work items include project administration, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through September 19, 2009. The authorization amount will be \$504,245.86. The contract term is September 20, 2006, through September 19, 2009. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** To provide for as-needed inspection and testing services to be performed for the Bay City TSC.

**Benefit:** Will provide for project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing. This could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on these highway construction projects.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48706.

36. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0620) between MDOT and URS Corporation Great Lakes will provide for traffic signal optimization and retiming along various state trunkline routes on Pipestone Road and Napier Avenue in Berrien County (CS 11900 - JN 87787C). The work items include adjusting traffic signal timing by updating corridor traffic signal progression plans and conducting a safety analysis for each area. The safety analysis includes crash data analysis and identifying any traffic signal hardware or intersection geometric design improvements needed. Traffic signal optimization is done to maximize the existing roadway system on various corridors and at isolated intersections to move traffic more efficiently. MDOT timing permits will be produced from the optimization. The consultant will perform follow-up analysis of the network and recommend adjustments to the system after implementation to ensure that the system is working correctly. A before and after study of the effectiveness is included and will be performed to provide a measurement tool for improvement. The authorization will be in effect from the date of award through October 8, 2009. The authorization amount will be \$267,418.56. The contract term is October 9, 2006, through October 8, 2009. Source of Funds: 100% Federal Highway Administration Funds.

**Purpose/Business Case:** To provide for traffic signal optimization and retiming along various state trunkline routes on Pipestone Road and Napier Avenue in Berrien County.

**Benefit:** Will provide a safer driving environment by reducing crashes. Traffic in corridors will flow more effectively and efficiently, reducing user delays and associated costs.

**Funding Source:** 100% Federal Highway Administration Funds.

\* Denotes a non-standard contract/amendment

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** Without signal optimization, traffic delays and congestion will continue to increase, which will increase public safety risks and have an overall negative economic impact (more travel time, fuel consumption, and pollution).

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is a new safety project.

**Zip Code:** 49022.

37. \*HIGHWAYS - Design Consultant Services

Contract (2006-0635) between MDOT and Wade Trim Associates, Inc., will provide for the performance of design services for the reconstruction of M-85 from Miller Street to Springwells Street in the city of Detroit, Wayne County (CS 82073 - JN 87112C). The work items include the performance of design surveys and the preparation of base plans, right-of-way plans, pump station plans, traffic control plans, permanent pavement marking plans, a drainage study, municipal utility plans, and freeway and non-freeway signing plans. The project length is 1.25 miles. The contract will be in effect from the date of award through August 31, 2011. The contract amount will be \$1,849,420.51 Source of Funds: 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

**Purpose/Business Case:** To provide for the reconstruction of M-85 from Miller Street to Springwells Street in the city of Detroit, Wayne County (CS 82073 - JN 87112C). The project length is 1.25 miles.

**Benefit:** Will improve the pavement ride and the condition and safety of the expressway. This project will reduce the long-term maintenance costs for this area.

**Funding Source:** 81.85% Federal Highway Administration Funds, 15.89% State Restricted Trunkline Funds, and 2.26% City of Detroit (Act 51) Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this contract is not approved, it could be necessary to perform alternate repairs and additional maintenance, which could result in traffic disruptions, increased costs, and user delays.

**Cost Reduction:** Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

**Selection:** Qualifications-based.

**New Project Identification:** This is a rehabilitation project.

**Zip Code:** 48075.

38. HIGHWAYS - IDS Engineering Review Services

Authorization (Z1) under Contract (2007-0389) between MDOT and Hubbell, Roth & Clark, Inc., will provide for claims investigation services to be performed under the direction of the Office of the Attorney General, Transportation Division. The authorization will be in effect from the date of award through January 23, 2010. The authorization amount will be \$27,815.73. The contract term is January 24, 2007, through January 23, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for professional assistance in claims investigations to be performed under the direction of the Office of the Attorney General, Transportation Division.

**Benefit:** Will provide services that will result in a lower level of risk to MDOT.

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved, the consultant would not be able to provide investigatory services, which would result in an increased level of risk to MDOT.

**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** N/A.

**New Project Identification:** This is not a new project.

**Zip Code:** 48909.

39. HIGHWAYS - IDS Engineering Services

Authorization (Z4) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for an approximately 40-acre wetland mitigation bank in the Cass River Watershed in Spaulding Township, Saginaw County (CS 73999 - JN 72909C). The services will include geotechnical/hydrology evaluation, wetland design, obtaining permits, determining the wetland boundaries, and survey work. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$121,239.77. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for design services to be performed for a wetland mitigation bank of approximately 40 acres in the Cass River Watershed in Spaulding Township, Saginaw County. The services will include geotechnical/hydrology evaluation, wetland design, obtaining permits, determining the wetland boundaries, and survey work.

**Benefit:** Will provide for the establishment of a wetland mitigation bank for future projects that impact wetlands and require mitigation per the Michigan Department Environmental Quality.

**Funding Source:** 100% State Restricted Trunkline Funds.

**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

**Risk Assessment:** If this authorization is not approved and the wetland bank is not constructed, MDOT will not have an established site for mitigation for future projects. MDOT could lose a well-located site that meets all the wetland establishment criteria.

**Cost Reduction:** Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

**Selection:** Qualifications-based.

**New Project Identification:** This is not a new project.

**Zip Code:** 48601.

40. HIGHWAYS - IDS Engineering Services

Authorization (Z5) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the performance of full construction engineering services for bridge removal, widening and replacement, and approach work on Michigan Street over the US-131 business route (BR), Kent County (CS 41014 - JN 85037A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$327,519.73. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

**Purpose/Business Case:** To provide for the performance of full construction engineering services consisting of bridge removal, widening and replacement, and approach work on Michigan Street over the US-131BR, Kent County.

**Benefit:** Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

\* Denotes a non-standard contract/amendment

**Funding Source:** 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Also, failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** Qualifications-based.  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49504.

41. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2007-0424) between MDOT and Surveying Solutions, Inc., will provide for the performance of as-needed construction services for projects in the Metro Region administered by the Macomb Transportation Service Center (TSC). Work items include right-of-way staking, establishment of horizontal and vertical alignment, and bridge structure surveys. The authorization will be in effect from the date of award through March 6, 2010. The authorization amount will be \$250,430.07. The contract term is March 7, 2007, through March 6, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

**Purpose/Business Case:** Will provide for as-needed construction services to be performed for projects in the Metro Region administered by the Macomb TSC.  
**Benefit:** Will provide construction engineering services required to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.  
**Funding Source:** Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.  
**Commitment Level:** The hourly costs are fixed; however, the number of hours to perform this work has been estimated.  
**Risk Assessment:** Failure to approve the services outlined could result in the loss of federal participation on these and subsequent highway construction projects.  
**Cost Reduction:** Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.  
**Selection:** Qualifications-based.  
**New Project Identification:** This is a not new project.  
**Zip Code:** 48082.

42. HIGHWAYS - IDS University Research Services

Contract (2007-0436) between MDOT and Lawrence Technological University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until work under the last authorization has been completed, whichever is longer. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.



43. HIGHWAYS - IDS Engineering Services  
Contract (2007-0440) between MDOT and BRI, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
44. HIGHWAYS - IDS Engineering Services  
Contract (2007-0441) between MDOT and Aero-Metric, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
45. HIGHWAYS - IDS Engineering Services  
Contract (2007-0442) between MDOT and Flint Surveying and Engineering Company will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
46. HIGHWAYS - IDS Engineering Services  
Contract (2007-0443) between MDOT and Martinez Corporation will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
47. HIGHWAYS - IDS Engineering Services  
Contract (2007-0448) between MDOT and Professional Engineering Associates, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

48. HIGHWAYS - IDS Engineering Services  
Contract (2007-0460) between MDOT and Soil and Materials Engineers, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
49. HIGHWAYS - IDS Engineering Services  
Contract (2007-0461) between MDOT and Tyme Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.
50. HIGHWAYS - Railroad Grade Crossing Improvement  
Contract (2007-5041) between MDOT and the Road Commission for Macomb County will provide for participation in the following improvements:

Reconstruction of the at-grade crossing of the tracks of the Canadian National Railway/Grand Trunk Western Railroad Incorporated with Metropolitan Parkway.

Estimated Funds:

Federal Highway Administration Funds	\$437,400
Road Commission for Macomb County Funds	\$ 97,000
Total Funds	<u>\$534,400</u>

STU 50458 - 89421

Railroad Force Account

**Purpose/Business Case:** To financially assist and invest in highway-railroad grade crossing improvements to enhance motorist safety.

**Benefit:** Increased motorist safety at highway-railroad grade crossing.

**Funding Source:** Federal Surface Transportation Program Funds and Road Commission for Macomb County Funds.

**Commitment Level:** 81.85% federal, 18.15% Road Commission for Macomb County; based on estimate.

**Risk Assessment:** Loss of opportunity to enhance motorist safety at highway-railroad grade crossing.

**Cost Reduction:** Railroad to perform the work. Estimate reviewed to make sure it is reasonable and valid.

**Selection:** N/A.

**New Project Identification:** Improvement of existing highway-railroad grade crossing.

**Zip Code:** 48035.

51. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2007-0444) between MDOT and the City of Tawas City will provide for the construction of a chemical storage facility at 460 Meadow Road in Tawas City. The contract will be in effect from the date of award through two years. The contract amount will be \$250,000. Source of Funds: 56% State Restricted Trunkline Funds and 44% City of Tawas City Funds.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility at 460 Meadow Road in Tawas City. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 500 tons for the storage of bulk chemicals to be used on state trunkline highways and city roads.

**Benefit:** Cost-effective, efficient delivery of winter operation activities to the area.

**Funding Source:** 56% State Restricted Trunkline Funds and 44% City of Tawas City Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads in Tawas City. Failure to approve this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 48764.

52. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2007-0445) between MDOT and the Sanilac County Road Commission will provide for the construction of a chemical storage facility at the intersection of Mills Road and Ruth Road in Marion Township, Sanilac County. The contract will be in effect from the date of award through two years. The contract amount will be \$500,000. Source of Funds: 40% State Restricted Trunkline Funds and 60% Sanilac County Road Commission Funds.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility at the intersection of Mills Road and Ruth Road in Marion Township, Sanilac County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 1,200 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Cost-effective, efficient delivery of winter operation activities to the area.

**Funding Source:** 40% State Restricted Trunkline Funds and 60% Sanilac County Road Commission Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Sanilac County. Failure to approve this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 48471.

53. HIGHWAYS (Maintenance) - Construction of Chemical Storage Facility

Contract (2007-0446) between MDOT and the Shiawassee County Road Commission will provide for the construction of a chemical storage facility in Perry Township, Shiawassee County. The contract will be in effect from the date of award through two years. The contract amount will be \$600,000. Source of Funds: 75% State Restricted Trunkline Funds and 25% Shiawassee County Road Commission Funds.

**Purpose/Business Case:** To provide for the construction of a chemical storage facility in Perry Township, Shiawassee County. The chemical storage building will be a concrete wall bulk facility with a capacity of approximately 3,000 tons for the storage of bulk chemicals to be used on state trunkline highways and county roads.

**Benefit:** Cost-effective, efficient delivery of winter operation activities to the area.

**Funding Source:** 75% State Restricted Trunkline Funds and 25% Shiawassee County Road Commission Funds.

**Commitment Level:** The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost will be determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

**Risk Assessment:** Construction of the chemical storage facility is essential to the operation and maintenance of state trunkline highways and county roads within Shiawassee County. Failure to award this contract and construct the facility will result in a lack of availability of needed chemicals in a timely manner, which could result in unsafe roads.

**Cost Reduction:** Construction of the chemical storage facility will be closely monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

**Selection:** N/A.

**New Project Identification:** Construction of a new chemical storage facility.

**Zip Code:** 48872.

54. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2007-0450) between MDOT and Chicago Title Insurance Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

55. HIGHWAYS (Real Estate) - IDS Real Estate Title Services

Contract (2007-0451) between MDOT and St. Joseph County Abstract Office, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

56. HIGHWAYS (Real Estate) - IDS Real Estate Title Services  
Contract (2007-0452) between MDOT and Keweenaw Title Agency will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
57. HIGHWAYS (Real Estate) - IDS Real Estate Title Services  
Contract (2007-0453) between MDOT and Menominee Abstract Land & Title Company, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
58. HIGHWAYS (Real Estate) - IDS Real Estate Title Services  
Contract (2007-0454) between MDOT and Oscoda County Abstract, Inc., will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
59. HIGHWAYS (Real Estate) - IDS Real Estate Title Services  
Contract (2007-0455) between MDOT and Great Lakes Title & Escrow Service Company will provide for title searches, title insurance, real estate closings, and escrow services for the acquisition of real estate to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$100,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
60. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0464) between MDOT and Asti Environmental will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

61. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0466) between MDOT and Chuck Cryderman & Associates will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
62. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0467) between MDOT and DuBois Right of Way Acquisition Services will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
63. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0468) between MDOT and The Harbin Group, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
64. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0469) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
65. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0470) between MDOT and Giffels-Webster Engineers, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

66. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0471) between MDOT and HNTB Michigan, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
67. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0472) between MDOT and Hubbell, Roth & Clark, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
68. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0473) between MDOT and L. R. Parker & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
69. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0474) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
70. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0475) between MDOT and Owen Ayres & Associates, Inc., of Michigan will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

71. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0476) between MDOT and Wade Trim Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
72. HIGHWAYS (Real Estate) - IDS Real Estate Services  
Contract (2007-0477) between MDOT and Wightman & Associates, Inc., will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
73. PASSENGER TRANSPORTATION - Section 5311 Program  
Project Authorization Revision (Z4/R2) under Master Agreement (2002-0026) between MDOT and the Cass County Transportation Authority will add the purchase of computers and facility equipment to the authorization, will transfer remaining funds from the existing line items to fund the new line items, and will extend the authorization term by six months to provide sufficient time for the Authority to complete the new projects. Because the Authority has completed the existing projects at a much lower cost than anticipated, the Authority is requesting permission to use the remaining funds for new projects that have been identified. The requested change has been approved by the Rural Task Force. The original authorization provides state matching funds for the Authority's FY 2003 Federal Section 5311 Nonurbanized Area Formula Capital Program and Surface Transportation Program grant. The revised authorization term will be November 25, 2003, through November 24, 2007. The authorization amount remains unchanged at \$70,000. The term of the master agreement is from October 1, 2001, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2002 through FY 2006. Source of Funds: Federal Transit Administration (FTA) Funds - \$56,000; FY 2002, FY 2004, FY 2006, and FY 2007 State Restricted Comprehensive Transportation Funds - \$14,000.
- Purpose/Business Case:** To add the purchase of computers and facility equipment to the authorization, transfer remaining funds from the existing line items to fund the new line items, and extend the authorization term by six months to provide sufficient time for the Authority to complete the new projects.  
**Benefit:** Increased public safety through improved transportation infrastructure.  
**Funding Source:** FTA Funds - \$56,000; FY 2002, FY 2004, FY 2006, and FY 2007 State Restricted Comprehensive Transportation Funds - \$14,000.  
**Commitment Level:** Authorization amount is based on cost estimates.  
**Risk Assessment:** The risk of not approving this revision is the loss of federal funds.  
**Cost Reduction:** Grant amount is determined by FTA and is not negotiated.  
**Selection:** N/A  
**New Project Identification:** This is not a new project.  
**Zip Code:** 49031.



74. \*PASSENGER TRANSPORTATION - Intercity Bus Equipment Lease

Contract (2007-0449) between MDOT and Indian Trails, Inc., will provide for MDOT to contractually lease for \$1,000 per year one intercity highway motor coach previously leased to Greyhound Lines, Inc., which has reduced regular route service in Michigan. MDOT will lease the motor coach to Indian Trails, Inc., for a minimum of three years or 450,000 miles, whichever comes first. Indian Trails, Inc., is requesting the motor coach to add capacity to maintain the existing statewide daily scheduled service. This motor coach will allow continuation of service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act. The contract will be in effect from the date the vehicle is leased and accepted through three years or 450,000 miles, whichever comes first. This contract will generate revenue as Indian Trails, Inc., will pay MDOT \$1,000 per year for the duration of the contract.

**Purpose/Business Case:** To provide for the lease of one intercity highway motor coach to Indian Trails, Inc., to add capacity to maintain existing statewide scheduled service. The motor coach is being reassigned from Greyhound Lines, Inc., which has reduced regular route service in Michigan.

**Benefit:** The reassigned motor coach will help to maintain the quality, safety, and reliability of intercity bus services to a large number of lower income travelers. This motor coach will allow continuation of this service, prevent community isolation or further loss of service, and increase compliance with the Americans with Disabilities Act.

**Funding Source:** N/A.

**Commitment Level:** Contract lease amount is based on MDOT guidelines.

**Risk Assessment:** The risks of not approving this contract are the possible abandonment or reduction of regular route services and the postponement of new service.

**Cost Reduction:** This contract provides for Indian Trails, Inc., to make lease payments to MDOT.

**Selection:** N/A.

**New Project Identification:** This is a new project.

**Zip Code:** 48867.

## **BID LETTING**

### **STATE PROJECTS**

75. LETTING OF MARCH 02, 2007  
PROPOSAL 0703002  
PROJECT M 62015-60564  
LOCAL AGRMT.  
START DATE - APRIL 16, 2007  
COMPLETION DATE - SEPTEMBER 17, 2007

ENG. EST.  
\$ 1,091,730.08

LOW BID  
\$ 899,138.82

% OVER/UNDER EST.  
-17.64 %

1.84 mi of crushing and shaping, bituminous resurfacing, culvert replacements and guardrail upgrading on M-20 from Cottonwood Avenue eastward to Beech Avenue, Newaygo County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Maclean Construction Company</b>	<b>\$ 899,138.82</b>	<b>Same</b>	<b>1 **</b>
D.J. McQuestion & Sons, Inc.	\$ 920,924.56	Same	2
Milbocker and Sons, Inc.	\$ 921,131.00	Same	3
Nashville Construction Company	\$ 968,877.48	Same	4
Dean's Landscaping & Excavating	\$ 969,500.00	Same	5
Hallack Contracting, Inc.	\$ 996,924.42	Same	6
Nagel Construction, Inc.	\$ 1,005,920.00	Same	7
Kamminga & Roodvoets, Inc.	\$ 1,009,590.05	Same	8
C & D Hughes, Inc.	\$ 1,027,229.82	Same	9
M & M Excavating Co., Inc.	\$ 1,036,820.42	Same	10
Brenner Excavating, Inc.	\$ 1,081,836.90	Same	11
Wadel Stabilization, Inc.	\$ 1,157,477.12	Same	12
Omans Contracting, Inc.			
Schippers Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Michigan Paving & Materials Co.			
L.J. Construction, Inc.			
Fisher Contracting Company			

12 Bidders

**Purpose/Business Case:** MDOT and Newaygo County have agreed to transfer the jurisdiction of County Road B-88 (Baseline Road) to MDOT, and M-20 to Newaygo County. This transaction will properly assign jurisdiction to the routes involved. As part of the agreement, MDOT will rehabilitate the "new" M-20 within five (5) years after the transfer becomes official.

**Benefit:** Allows cities, villages, counties, and MDOT to properly assign (and re-assign) jurisdiction to routes that apparently have inappropriate ownership. This will improve coordination and reduce related administrative responsibilities. This construction contract will provide a safer and improved traffic flow. With the reconstruction of this facility, initial maintenance costs will be greatly reduced on this route.

**Funding Source:**

60564A

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationship with Newaygo County would be compromised. And MDOT will be breaking the terms of a previously agreed to contract.

**Cost Reduction:** With the reconstruction of this facility, initial maintenance costs will be greatly reduced on this route. Our customers will benefit with a greatly reduced user delay costs.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49349.

76. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703003  
 PROJECT NH 51012-60068  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - JUNE 01, 2008

ENG. EST.	LOW BID
\$ 3,780,715.81	\$ 3,208,170.34
% OVER/UNDER EST.	
	-15.14 %

4.75 mi of hot mix asphalt cold milling and resurfacing, pavement removal, passing relief lane extension, grading and drainage, crack relief layer and safety improvements on US-31 from south of M-22 northerly to south of Coates Highway and from Maidens Road northerly to Potter Road, Manistee County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 3,208,170.34	Same	1 **
Maclean Construction Company	\$ 3,286,620.17	Same	2
Elmer's Crane & Dozer, Inc.	\$ 3,326,340.13	Same	3
Rieth-Riley Construction Co., Inc.	\$ 3,354,660.00	Same	4
M & M Excavating Co., Inc.	\$ 3,522,745.81	Same	5
Nagel Construction, Inc.			
CJ's Excavating Septic Service, Inc.			
Milbocker and Sons, Inc.			
Hallack Contracting, Inc.			
Kamminga & Roodvoets, Inc.			
Fisher Contracting Company			

5 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60068A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49660.

77. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703004  
 PROJECT BI06 76024-75254-2  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 09, 2007

ENG. EST.	LOW BID
\$ 7,525,933.55	\$ 6,745,014.14
% OVER/UNDER EST.	
	-10.38 %

5.06 mi of concrete pavement inlay, concrete pavement restoration, ramp extensions and guardrail upgrading on eastbound and westbound I-69 from west of Peacock Road easterly to east of Shaftsbury Road, Clinton and Shiawassee Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 6,745,014.14	Same	1 **
Interstate Highway Construction	\$ 7,111,675.11	Same	2
Tony Angelo Cement Construction Co.	\$ 7,662,343.90	Same	3
Florence Cement Company	\$ 7,795,680.80	Same	4
John Carlo, Inc.	\$ 8,410,556.99	Same	5
Ajax Paving Industries, Inc.	\$ 8,658,712.06	Same	6
Diversco Construction Company Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

75254A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Zip Code:** 48872.

5.00 % DBE participation required

## 6 Bidders

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48060.

79. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703019  
 PROJECT ST 81082-46086  
 LOCAL AGRMT. 06-5633, 06-5634  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2008

ENG. EST.	LOW BID
\$ 4,749,798.15	\$ 4,737,536.13
% OVER/UNDER EST.	
-0.26 %	

1.75 mi of hot mix asphalt cold milling and resurfacing, pavement repair, joint repair, intermittent curb and gutter replacement, sidewalk, traffic signals, water main (pipe burst, direction drill, open cut), sanitary sewer and storm sewer on M-17 from US-12BR easterly to US-12 in the city of Ypsilanti, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc./C &amp; G Myers Construct.</b>	<b>\$ 4,737,536.13</b>	<b>Same</b>	<b>1 **</b>
Peter A. Basile Sons, Inc.	\$ 4,846,570.71	Same	2
Angelo Iafrate Construction Company	\$ 5,013,773.54	Same	3
Pamar Enterprises, Inc.	\$ 5,027,983.17	Same	4
C & D Hughes, Inc.	\$ 5,183,520.23	Same	5
DeAngelis Landscape, Inc.			
Fisher Contracting Company			
Fonson, Inc.			
Cadillac Asphalt, LLC.			
ABC Paving Company			
L Squared Construction, LLC.			
Ajax Paving Industries, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

46086A

Federal Highway Administration Funds	51.12 %
State Restricted Trunkline Funds	11.34 %
Ypsilanti Township	7.17 %
Ypsilanti Community Utility Authority	30.37 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48197.

80. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703020  
 PROJECT ST 39081-60513, ETC  
 LOCAL AGRMT. 06-5662, 06-5665, 06-5666  
 START DATE - JULY 10, 2007  
 COMPLETION DATE - OCTOBER 06, 2007

ENG. EST.	LOW BID
\$ 4,797,171.21	\$ 4,435,547.83
% OVER/UNDER EST.	
	-7.54 %

8.02 mi of cold milling and resurfacing hot mix asphalt pavement, intersection widening, signs and signal upgrades, sidewalk ramp upgrades, signal loop replacement, non-motorized path and pedestrian boardwalk on M-43 from the west Kalamazoo County line east to the west city limits of Kalamazoo (Arlington Street), in the city of Kalamazoo, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 4,435,547.83	Same	1 **
Aggregate Industries-Central Region	\$ 5,267,237.05	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is supported by the following funding programs: The Capital Preventive Maintenance Program, the Transportation Enhancement Program, MDOT's Road Preservation Program, and the Congestion Mitigation and Air Quality (CMAQ) Program. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The CMAQ program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The treatments to be applied will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. It's goal is to allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

60513A	
Federal Highway Administration Funds	81.85 %
City of Kalamazoo	0.05 %
State Restricted Trunkline Funds	18.10 %
87186A	
Kalamazoo County	5.00 %
Federal Highway Administration Funds	80.00 %
City of Kalamazoo	5.00 %
State Restricted Trunkline Funds	10.00 %
87248A	
State Restricted Trunkline Funds	100 %
87823A	
Federal Highway Administration Funds	60.00 %
State Restricted Trunkline Funds	20.00 %
Oshtemo Township	20.00 %
88604A	
State Restricted Trunkline Funds	100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Greater risk of injury/accidents due to existing surface conditions. Deterioration of the existing State trunkline network and bridges causing safety concerns. Loss of federal funds and continued non-attainment in air quality.

**Cost Reduction:** Less congestion and reduced maintenance costs. Lower vehicle maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduce the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49006.



81. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703021  
 PROJECT BHT 74061-83570  
 LOCAL AGRMT.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - SEPTEMBER 29, 2007

ENG. EST.  
 \$ 2,121,321.77

LOW BID  
 \$ 2,228,528.81

% OVER/UNDER EST.  
 5.05 %

Structure replacements on M-46 over branches of the  
 Cass River, Sanilac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>C. R. Hunt Construction Company</b>	<b>\$ 2,228,528.81</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 2,374,303.80	Same	2
Posen Construction, Inc.	\$ 2,453,056.24	Same	3
Walter Toebe Construction Co.	\$ 2,492,064.93	Same	4
C.A. Hull Co., Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

83570A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48472.

82. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703022  
 PROJECT NH 55011-80017, ETC  
 LOCAL AGRMT. 06-5318  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 26, 2007

ENG. EST.  
 \$ 5,348,171.93

LOW BID  
 \$ 5,648,215.99

% OVER/UNDER EST.  
 5.61 %

1.12 mi of earth excavation, hot mix asphalt pavement, concrete pavement, curb and gutter, sidewalk, storm sewer, sanitary sewer, water main, traffic signals, permanent signing, pavement markings, guardrail, sidewalk, decorative lights and tree plantings on US-41 from the railroad bridge northerly to north of 20th Avenue in the city of Menominee, Menominee County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Musson Bros., Inc.</b>	<b>\$ 5,648,215.99</b>	<b>Same</b>	<b>1 **</b>
Barley Trucking & Excavating, Inc.	\$ 5,685,034.31	Same	2
Bacco Construction Company	\$ 5,999,281.20	Same	3
James Peterson Sons, Inc.	\$ 6,207,331.55	Same	4
Super Excavators, Inc.	\$ 6,773,513.11	Same	5
M & M Excavating Co., Inc.	\$ 7,577,571.00	Same	6
A. Lindberg & Sons, Inc.			
Kakuk Construction, Inc.			
Oberstar, Inc.			
Hebert Construction Company			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

80017A

AT&T	0.39 %
Federal Highway Administration Funds	63.85 %
City of Menominee	21.52 %
State Restricted Trunkline Funds	14.16 %
Wisconsin Public Service Corporation	0.08 %

87597A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation and enhancement.

**Zip Code:** 49858.

83.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703024	\$ 4,469,884.32	\$ 3,518,824.21
	PROJECT IM 50111-86717, ETC		
	LOCAL AGRMT. 06-5519		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 31, 2007		-21.28 %

0.96 mi of construction of sound wall barriers on I-94 eastbound from 10 Mile Road to Frazho Road and from Martin Road to 12 Mile Road in the city of St. Clair Shores, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 3,518,824.21	Same	1 **
E. C. Korneffel Co.	\$ 3,888,996.32	Same	2
Posen Construction, Inc.	\$ 4,006,496.99	Same	3
Walter Toebe Construction Co.	\$ 4,140,430.50	Same	4
C.A. Hull Co., Inc.	\$ 4,323,388.93	Same	5
J. Slagter & Son Construction Co.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** Noise Abatement (sound walls) are provided to reduce the impacts of noise generated by traffic on MDOT right-of-way. Residents were present before freeway was constructed and noise levels are currently above MDOT and FHWA noise thresholds.

**Benefit:** To improve the quality of life of residents adjacent to MDOT facilities by reducing the impacts of traffic noise generated by the motoring public.

**Funding Source:**

86717A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	10.00 %
City of St. Clair Shores	10.00 %

86718A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	10.00 %
City of St. Clair Shores	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The relationship with the community of St. Clair Shores would be compromised. And MDOT will be breaking the terms of their agreement to construct this sound wall.

**Cost Reduction:** With the reconstruction of this sound wall, initial maintenance costs for the existing right-of-way will be reduced. Our customers will benefit with a greatly reduced noise levels and an improved quality of life.

**Selection:** Low bid.

**New Project Identification:** New Construction.

**Zip Code:** 48082.

84.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703025	\$ 2,302,046.15	\$ 2,393,184.91
	PROJECT M 38083-75212		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 16, 2007		
	COMPLETION DATE - JULY 26, 2007		3.96 %

2.08 mi of hot mix asphalt profile cold milling and resurfacing, shoulder widening, storm sewer repair, minor ditching, intermittent concrete curb and gutter, intersection improvements, guardrail and signal upgrade on I-94BL (Ann Arbor Road) from west of Bender Street easterly to Young Road, Jackson County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Michigan Paving &amp; Materials Co.</b>	<b>\$ 2,393,184.91</b>	<b>Same</b>	<b>1 **</b>
C & D Hughes, Inc.	\$ 2,475,513.05	Same	2
Hoffman Bros., Inc.	\$ 2,523,764.71	Same	3
Bailey Excavating, Inc.	\$ 2,543,466.92	Same	4
Dunigan Brothers, Inc.	\$ 2,580,141.60	Same	5
Nashville Construction Company	\$ 2,769,920.83	Same	6
Mead Bros. Excavating, Inc.	\$ 2,989,726.00	Same	7
DeAngelis Landscape, Inc.	\$ 2,998,880.00	Same	8
Aggregate Industries-Central Region	\$ 3,127,678.23	Same	9
Brady Sand & Gravel, Inc.			
Milbocker and Sons, Inc.			
Ajax Paving Industries, Inc.			
L Squared Construction, LLC.			

9 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

75212A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49201.

85.	LETTING OF MARCH 02, 2007 PROPOSAL 0703026 PROJECT M 25032-60481, ETC LOCAL AGRMT. 06-5399 START DATE - 10 days after award COMPLETION DATE - OCTOBER 20, 2007	ENG. EST. \$ 7,947,123.73	LOW BID \$ 8,516,750.95	% OVER/UNDER EST. 7.17 %
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13.80 mi of hot mix asphalt cold milling, overlay, joint repairs, permanent traffic recorder loop replacement, concrete deck patching, overlay, joint replacement, partial barrier wall replacement, pin and hanger replacement, abutment repairs, partial painting, structure removal, emergency heat straightening, and steel repairs on I-75 from I-475 south junction northerly to I-475 north junction in the city of Flint, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ace Asphalt &amp; Paving Co.</b>	<b>\$ 8,516,750.95</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 8,647,899.30	Same	2
Cadillac Asphalt, LLC.	\$ 10,132,328.85	Same	3
Barrett Paving Materials, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is a combination of bridge and road preservation. The Road and Bridge Program goal is to have 95% of bridges and freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

60481A		
City of Flint	0.63 %	
State Restricted Trunkline Funds	99.37 %	
83156A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
85367A		
Federal Highway Administration Funds	80.00 %	
State Restricted Trunkline Funds	20.00 %	
88210A		
State Restricted Trunkline Funds	100 %	
88385A		
State Restricted Trunkline Funds	100 %	

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48502.

86.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703027	\$ 4,454,849.84	\$ 3,856,893.74
	PROJECT BI06 54022-45832		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 02, 2007		
	COMPLETION DATE - AUGUST 18, 2007		-13.42 %

6.71 mi of hot mix asphalt crushing and shaping, resurfacing, safety upgrades, vertical grade correction, concrete curb and gutter, storm sewer and right and left turn lanes on M-20 from south of 13 Mile Road southerly and easterly to the west bridge approach of the east branch of Little Muskegon River, Mecosta County. This project includes two 5 year materials and workmanship pavement warranties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Central Asphalt, Inc.</b>	<b>\$ 3,877,893.74</b>	<b>\$ 3,856,893.74</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 4,041,888.75	Same	2
Michigan Paving & Materials Co.	\$ 4,576,304.72	Same	3

3 Bidders

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

45832A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49332.

87. LETTING OF MARCH 02, 2007 ENG. EST. LOW BID  
 PROPOSAL 0703055 \$ 2,942,237.32 \$ 2,751,924.02  
 PROJECT STH 34081-60424, ETC  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 16, 2007  
 COMPLETION DATE - AUGUST 04, 2007 -6.47 %

4.02 mi of hot mix asphalt cold milling, resurfacing and overlay, pavement widening, curb and gutter, sewer and concrete pavement repairs on M-44 from east of the Ionia County line easterly to west of Broas Street in the city of Belding, Ionia County. This project includes two 3 year pavement performance warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dean's Landscaping &amp; Excavating</b>	<b>\$ 2,751,924.02</b>	<b>Same</b>	<b>1 **</b>
Milbocker and Sons, Inc.	\$ 2,835,176.04	\$ 2,835,169.04	2
Kamminga & Roodvoets, Inc.	\$ 2,895,372.19	Same	3
Nashville Construction Company	\$ 2,979,037.28	Same	4
C & D Hughes, Inc.	\$ 3,015,999.34	Same	5
Schippers Excavating, Inc.	\$ 3,107,552.55	Same	6
Diversco Construction Company Inc.	\$ 3,584,583.76	\$ 3,584,263.76	7
Mead Bros. Excavating, Inc.			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			

7 Bidders

**Purpose/Business Case:** This project is a combination of Traffic and Safety Program and the Capital Preventive Maintenance Programs to preserve the integrity of MDOT's safety assets and structural integrity, and extend the service life of the state trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments retard future deterioration, maintain or improve the functional condition of the system. In addition, the treatments will reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system resulting in longer pavement surface life.

**Funding Source:**

60424A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
79705A		
State Restricted Trunkline Funds	100	%
83446A		
State Restricted Trunkline Funds	100	%
87302A		
Federal Highway Administration Funds	100	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Maintenance and reconstruction.

**Zip Code:** 48809.



88. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703056  
 PROJECT HPSL 83021-85397, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 09, 2007  
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST. \$ 2,343,285.99  
 LOW BID \$ 1,874,935.54  
 % OVER/UNDER EST. -19.99 %

2.82 mi of hot mix asphalt passing relief lane construction,  
 cold milling and resurfacing on M-55 from east of North 13  
 Road easterly to west of North 21 Road, Wexford County.  
 This project includes a 5 year materials and workmanship  
 pavement warranty and a 3 year pavement performance  
 warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Maclean Construction Company</b>	<b>\$ 1,874,935.54</b>	<b>Same</b>	<b>1 **</b>
M & M Excavating Co., Inc.	\$ 1,917,851.94	Same	2
D.J. McQuestion & Sons, Inc.	\$ 1,927,375.31	Same	3
CJ's Excavating Septic Service, Inc.	\$ 2,037,403.47	Same	4
Rieth-Riley Construction Co., Inc.	\$ 2,155,535.69	Same	5
Elmer's Crane & Dozer, Inc.	\$ 2,197,845.23	Same	6
Hallack Contracting, Inc.	\$ 2,297,326.38	Same	7
Lee Wood Contracting, Inc.			
Nagel Construction, Inc.			
Milbocker and Sons, Inc.			
Porath Contractors, Inc.			
Kamminga & Roodvoets, Inc.			
Pyramid Paving & Contracting Co.			
Fisher Contracting Company			
Cordes Excavating, Inc.			

7 Bidders

**Purpose/Business Case:** This project is comprised of two separate MDOT programs: The Capital Preventive Maintenance Program and the Passing Relief Lane Program. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Passing Relief Lane Program provides motorists with a safe opportunity to pass slower moving vehicles on two-lane rural highways.

**Benefit:** The treatments to be applied will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Passing relief lanes will reduce congestion and improve operations along two-lane rural highways. The congestion being addressed by this project is the result of heavy vehicles traveling at slower speeds due to vertical grade or slow moving motorists (typically recreational) who are traveling within high traffic volumes or on roadways with limited passing opportunities.

**Funding Source:**

85397A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

88264A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions and of passing opportunities.

**Cost Reduction:** Lower vehicle maintenance costs with increased safety, efficiency, and capacity.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49601.

89.

LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
PROPOSAL 0703059	\$ 1,802,324.60	\$ 1,834,229.87
PROJECT STG 10011-78950-2, ETC		
LOCAL AGRMT.		% OVER/UNDER EST.
START DATE - SEPTEMBER 10, 2007		
COMPLETION DATE - OCTOBER 26, 2007		1.77 %

8.56 mi of hot mix asphalt cold milling and resurfacing, shoulder replacement, guardrail replacement and minor drainage improvements on M-22 from south of the Manistee/Benzie County line northerly to First Street in the village of Elberta, Benzie and Manistee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 1,834,229.87	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,871,849.00	Same	2

2 Bidders

**Purpose/Business Case:** This project is supported by two programs: The Traffic and Safety Program and The Non-Freeway Resurfacing Program. The Traffic and Safety Program is intended to preserve the integrity of MDOT's safety assets, and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments. The Non-Freeway Resurfacing Program focuses on improving the pavement structure and restoring ride quality to low volume and covers non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality; to increase safety, efficiency, and capacity of the trunkline system; to reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs.

**Funding Source:**

78950A

Federal Highway Administration Funds	100 %
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79060A

State Restricted Trunkline Funds	100 %
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**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduce roadway and vehicle maintenance costs of MDOT's safety assets.

**Selection:** Low bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49628.

90. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703060  
 PROJECT ST 41014-85037, ETC  
 LOCAL AGRMT. 06-5664  
 START DATE - APRIL 10, 2007  
 COMPLETION DATE - MAY 24, 2008

ENG. EST.	LOW BID
\$ 4,132,431.97	\$ 4,094,860.12
% OVER/UNDER EST.	
	-0.91 %

Bridge removal and replacement, widening, approach work, curb and gutter, storm sewer work, signing and retaining wall construction on Michigan Street over US-131BR (Division Avenue) and 0.15 mi of concrete pavement reconstruction and widening, new sidewalk, curb and gutter, storm sewer work and signing on US-131BR (Division Avenue) from south of Michigan Street northerly to north of Michigan Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hardman Construction, Inc.</b>	<b>\$ 4,095,380.12</b>	<b>\$ 4,094,860.12</b>	<b>1 **</b>
Anlaan Corporation	\$ 4,133,213.79	Same	2
Walter Toebe Construction Co.	\$ 4,208,087.11	Same	3
Diversco Construction Company Inc.	\$ 4,254,789.36	\$ 4,253,164.36	4
C.A. Hull Co., Inc.	\$ 5,599,657.35	Same	5
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
L.W. Lamb, Inc.			
Midwest Bridge Company			
E.T. MacKenzie Company			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

**Benefit:** MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

**Funding Source:**

85037A

Federal Highway Administration Funds	81.85 %
City of Grand Rapids	2.27 %
State Restricted Trunkline Funds	15.88 %

86203A

City of Grand Rapids	12.50 %
State Restricted Trunkline Funds	87.50 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49503.

91.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703061	\$ 465,437.61	\$ 486,708.62
	PROJECT M 49041-80194, ETC		
	LOCAL AGRMT.	% OVER/UNDER EST.	
	START DATE - JULY 09, 2007		
	COMPLETION DATE - 20 working days		4.57 %

3.49 mi of hot mix asphalt single course overlay, shoulder gravel, miscellaneous cold milling, storm sewer, curb and gutter, approach and permanent pavement markings on M-134 from east of 3 Mile Road easterly to Hilltop Drive, Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 486,708.62	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 498,156.80	Same	2
Bacco Construction Company			

2 Bidders

**Purpose/Business Case:** This project is supported by two programs: The Non-Freeway Resurfacing Program - intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs, and The Capital Preventive Maintenance Program - to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007). The treatments required for this project are expected to delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

80194A

State Restricted Trunkline Funds

100 %

M10775

State Restricted Trunkline Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance and resurfacing.

**Zip Code:** 49719.

92. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703062  
 PROJECT STG 84916-88473  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST. \$ 1,113,406.25  
 LOW BID \$ 1,045,709.29  
 % OVER/UNDER EST. -6.08 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Livingston, Washtenaw, and Monroe Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 1,045,709.29	Same	1 **
P.K. Contracting, Inc.	\$ 1,088,876.70	Same	2
Clark Highway Services, Inc.			
NES Traffic Safety Limited Partner			

2 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

88473A

Federal Highway Administration Funds

100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48116.

93. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703069  
 PROJECT STG 81075-83295  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 06, 2007

ENG. EST.  
 \$ 203,736.21

LOW BID  
 \$ 196,789.40

% OVER/UNDER EST.  
 -3.41 %

2.62 mi of guardrail upgrades along eastbound M-14 to US-23, northbound State Street on-ramp to eastbound I-94, M-36 from McGregor Road easterly to Chambers Road, and US-23 from I-94 northerly to M-14 in the city of Ann Arbor, Livingston and Washtenaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$ 196,789.40</b>	<b>Same</b>	<b>1 **</b>
Rite Way Fence, Inc.	\$ 198,781.69	Same	2
Nashville Construction Company	\$ 202,742.49	Same	3
J. Slagter & Son Construction Co.	\$ 227,590.55	Same	4
J & J Contracting, Inc.	\$ 228,743.66	Same	5
Snowden, Inc.	\$ 233,108.50	Same	6
Nationwide Fence & Supply Company			
Dale Dukes & Sons, Inc.			

6 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83295A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48103.

94. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703070  
 PROJECT BHI 77023-79725, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 23, 2007

ENG. EST.  
 \$ 1,514,744.71

LOW BID  
 \$ 1,404,904.78

% OVER/UNDER EST.  
 -7.25 %

Barrier repair and replacement, full painting and approach work on 4 structures at I-69 under Wales Center Road, M-19, Stapleton Road and Egling Road, St. Clair County. This project includes a 2 year bridge painting warranty.

BIDDER	ORIGINAL A	AS-CHECKED A	
<b>Atsalis Bros. Painting Co.</b>	<b>\$ 1,404,904.78</b>	<b>Same</b>	<b>1 **</b>
Icarus Industrial Painting & Cont	\$ 1,354,539.09	Same	2
Abhe & Svoboda, Inc.			
Three Star Painting, Inc.			
Venus Painting			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane	
<b>Atsalis Bros. Painting Co.</b>	<b>\$ 1,447,104.78</b>	<b>Same</b>	<b>1 **</b>
Icarus Industrial Painting & Cont.	\$ 1,454,539.09	Same	2
Abhe & Svoboda, Inc.			
Three Star Painting, Inc.			
Venus Painting			

2 Bidders

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.  
 The ORIGINAL A bid reflects the actual contract price.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

79725A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

85242A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Zip Code:** 48022.

2.71 mi of hot mix asphalt resurfacing, trenching and hot mix asphalt wedging with miscellaneous safety and drainage improvements on M-22 from County Road 675 east and north to east of Thoreson Road, Leelanau County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 657,806.00</b>	<b>Same</b>	<b>1 **</b>
Elmer's Crane & Dozer, Inc.	\$ 726,314.17	Same	2

**Purpose/Business Case:** This project is part of two plan programs: The Non-Freeway Resurfacing Program and the Transportation Enhancement Program. The Non-Freeway Resurfacing Program encompasses improvements made to the pavement structure and bestows efforts to restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs. The Transportation Enhancement Program part of this project includes the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users funding, which sets aside funding required for transportation enhancement activities. These funds cannot be used to build or repair roads.

**Funding Source:**

State Restricted Trunkline Funds	20.00 %
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**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions. In addition, there is a grave chance for loss of federal funds allocated to this project. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs to motorists; wide-ranging due to the various enhancement activities allowed in the programs. In addition, reduces the need to use traditional transportation funding sources for these activities.



**Zip Code:** 49636.

Access roads and parking lot improvements for Robert Scott Correctional Facility on 5 Mile Road at Beck Road, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Commerce Construction &amp; Landscaping</b>	<b>\$ 599,897.39</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 631,162.88	Same	2
DeAngelis Landscape, Inc.	\$ 635,400.00	Same	3
South Hill Construction Company	\$ 639,434.05	\$ 638,714.05	4
Barrett Paving Materials, Inc.	\$ 686,664.73	\$ 680,964.73	5
T & M Asphalt Paving, Inc.	\$ 704,302.45	Same	6
Warren Contractors & Development	\$ 760,989.95	\$ 760,749.95	7
L Squared Construction, LLC.			
Sunset Excavating, Inc.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Benefit:** Reconstruction of access roads to Scott Correctional Facility and its parking areas, which are State Properties, is necessary to improve the existing pavement conditions and to address drainage issues.

86726A

Michigan Department of Corrections	35.49 %
State Restricted Trunkline Funds	64.51 %

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions. Additionally there maybe future risks if the drainage issues are not addressed. Also, the relationships with Michigan Department of Management and Budget could be compromised if this project was not constructed as per the interagency agreement.

**Zip Code:** 48167.

97. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703073  
 PROJECT STG 11031-82963  
 LOCAL AGRMT.  
 START DATE - APRIL 30, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 351,750.89

LOW BID  
 \$ 287,805.39

% OVER/UNDER EST.  
 -18.18 %

Guardrail removal and installation, single face barrier and filler wall at 10 locations on I-94, I-196, M-63, M-139, M-140, and US-31, Van Buren and Berrien Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nashville Construction Company</b>	<b>\$ 287,805.39</b>	<b>Same</b>	<b>1 **</b>
Rite Way Fence, Inc.	\$ 310,754.85	Same	2
Snowden, Inc.	\$ 313,691.85	Same	3
J. Slagter & Son Construction Co.	\$ 347,591.95	Same	4
Tri-Valley Landscaping, Inc.	\$ 358,820.45	Same	5
Nationwide Fence & Supply Company			
J & J Contracting, Inc.			
Dale Dukes & Sons, Inc.			

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

82963A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49022 TSC-wide.

98. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703074  
 PROJECT STE 17032-58971  
 LOCAL AGRMT. 06-5643  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2008

ENG. EST.  
 \$ 220,930.58

LOW BID  
 \$ 167,659.99

% OVER/UNDER EST.  
 -24.11 %

Tree planting and landscape planter construction on I-75 from south of 3 Mile Road to Easterday Avenue and on I-75BS from west of Mackinac Trail to M-129 in the city of Sault Sainte Marie, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	<b>\$ 167,659.99</b>	<b>Same</b>	<b>1 **</b>
Three Seasons Landscaping	\$ 169,225.71	Same	2
Barkham & Co. LLC.	\$ 178,089.25	\$ 177,989.25	3
County Line Nurseries & Landscaping	\$ 219,341.00	\$ 219,316.00	4
Tri-Valley Landscaping, Inc.	\$ 232,395.50	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

58971A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Enhancements.

**Zip Code:** 49783.



**Selection:** Low bid.

**New Project Identification:** Maintenance and rehabilitation.

**Zip Code:** 48174.

100. LETTING OF MARCH 02, 2007  
PROPOSAL 0703076  
PROJECT STE 72051-83077  
LOCAL AGRMT. 06-5628  
START DATE - SEPTEMBER 05, 2007  
COMPLETION DATE - OCTOBER 19, 2009

ENG. EST.	LOW BID
\$ 139,735.75	\$ 111,989.47
% OVER/UNDER EST.	
-19.86 %	

0.31 mi of streetscape including sidewalk, stamped concrete  
and plantings on M-18 from Eagle Street northerly to M-55,  
Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 111,989.47</b>	<b>Same</b>	<b>1 **</b>
Porath Contractors, Inc.	\$ 128,918.50	Same	2
County Line Nurseries & Landscaping	\$ 130,391.25	Same	3
Tri-Valley Landscaping, Inc.	\$ 141,591.30	Same	4
Eastlund Concrete Construction, Inc.	\$ 147,827.35	Same	5
John Henry Excavating, Inc.	\$ 189,605.00	Same	6
HTA Companies, Inc.			
Malley Transport, LLC			

6 Bidders

By association with the above construction contract we are also asking for  
approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Transportation Enhancement Program is included in  
the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy  
for Users, which sets aside funding for transportation enhancement activities  
and defines allowable enhancement activities. These funds cannot be used to  
build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of  
federal funds to improve the transportation infrastructure in Michigan by  
funding "non-traditional" transportation projects.

**Funding Source:**

83077A

Federal Highway Administration Funds	70.00 %
State Restricted Trunkline Funds	20.00 %
Denton Township	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
engineer's best estimate of probable construction cost. The contract's final  
cost will be based on actual quantities built in the field and unit prices  
bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the  
enhancement guidelines, they are redistributed to other states for additional  
enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities  
allowed in the program. Reduces the need to use traditional transportation  
funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Enhancements.

**Zip Code:** 48651.

3.40 mi of hot mix asphalt cold milling and resurfacing, shoulder trenching, concrete joint repair, guardrail upgrade and bridge railing replacement with deck rehabilitation on Old M-21 from west of Rush Creek easterly to Main Street in the city of Hudsonville, Ottawa County. This project includes a 5 year materials and workmanship warranty.

### 3 Bidders

**Benefit:** MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

60437A			
State Restricted Trunkline Funds	100	%	
60438A			
State Restricted Trunkline Funds	100	%	
86973A			
Federal Highway Administration Funds	81.85	%	
State Restricted Trunkline Funds	18.15	%	

**Risk Assessment:** The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Zip Code:** 49428.

102. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703078  
 PROJECT STE 28042-88917  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST.  
 \$ 198,564.06

LOW BID  
 \$ 164,203.10

% OVER/UNDER EST.  
 -17.30 %

0.35 mi of landscape development including stamped and plain concrete sidewalk, sidewalk ramps, sodding, tree and shrub plantings, perennial and ornamental grasses, decorative wall, bark mulch and selective thinning at the intersection of US-31 and M-72, Grand Traverse County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Norris Contracting, Inc.	\$ 164,203.10	Same	1 **
Porath Contractors, Inc.	\$ 179,997.00	Same	2
Rieth-Riley Construction Co., Inc.	\$ 198,805.56	Same	3
Eastlund Concrete Construction, Inc.	\$ 201,229.75	Same	4

4 Bidders

**Purpose/Business Case:** The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

**Benefit:** Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

**Funding Source:**

88917A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

**Cost Reduction:** Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

**Selection:** Low bid.

**New Project Identification:** Enhancements.

**Zip Code:** 49610.

103. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703080  
 PROJECT BHT 74073-85363  
 LOCAL AGRMT.  
 START DATE - AUGUST 06, 2007  
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.  
 \$ 242,696.06 \$  
 LOW BID  
 227,717.03  
 % OVER/UNDER EST.  
 -6.17 %

Painting, steel repair, deck patching and substructure repair on M-25 over Indian Creek, Sanilac County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Midwest Bridge Company</b>	<b>\$ 227,717.03</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 258,410.47	Same	2
Anlaan Corporation	\$ 285,597.92	Same	3
Abhe & Svoboda, Inc.	\$ 498,910.00	Same	4
C.A. Hull Co., Inc.			
Davis Construction, Inc.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			
Icarus Industrial Painting & Cont			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

85363A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48726.



104. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703081  
 PROJECT M 27011-45336  
 LOCAL AGRMT. 06-5008  
 START DATE - MAY 21, 2007  
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.	LOW BID
\$ 204,142.57	\$ 242,047.47
% OVER/UNDER EST.	
18.57 %	

Deep concrete overlay, sidewalk patching, replacing deck drains, approach work and maintaining traffic on US-2BR over the Montreal River in Ironwood, Michigan and Hurley, Wisconsin, Iron County, Michigan and Iron County, Wisconsin.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Snowden, Inc.</b>	\$ 242,097.47	\$ 242,047.47	1 **
Hebert Construction Company	\$ 264,960.90	Same	2
Zenith Tech, Inc.	\$ 310,511.30	\$ 310,461.30	3
J. Slagter & Son Construction Co.			

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

### Funding Source:

45336A

State Restricted Trunkline Funds	50.00 %
Wisconsin DOT	50.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49938.

105. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703082  
 PROJECT MER 73111-87838  
 LOCAL AGRMT.  
 START DATE - MAY 14, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 197,292.88

LOW BID  
 \$ 168,748.53

% OVER/UNDER EST.  
 -14.47 %

Structural steel repairs, partial cleaning and coating  
 and substructure repairs on I-75 over Saginaw Bay  
 Southern Railroad, Saginaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Walter Toebe Construction Co.	\$ 168,748.53	Same	1 **
Midwest Bridge Company	\$ 186,269.66	Same	2
J. Slagter & Son Construction Co.	\$ 198,612.08	Same	3
C.A. Hull Co., Inc.	\$ 219,448.22	Same	4
Anlaan Corporation	\$ 227,008.22	Same	5
Abhe & Svoboda, Inc.	\$ 469,910.00	Same	6
L.W. Lamb, Inc.			

6 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

87838A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48601.

106. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703083  
 PROJECT BHN 61074-75090  
 LOCAL AGRMT.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - AUGUST 27, 2007

ENG. EST.	LOW BID
\$ 440,517.74	\$ 384,399.83
% OVER/UNDER EST.	
	-12.74 %

Shallow overlay, railing replacement, substructure patching,  
 t-beam patching and approach work on US-31 under Hile  
 Road in the city of Norton Shores, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 384,399.83	Same	1 **
Anlaan Corporation	\$ 413,638.73	Same	2
C.A. Hull Co., Inc.	\$ 454,682.85	Same	3
Midwest Bridge Company	\$ 491,605.58	Same	4
Davis Construction, Inc.			
L.W. Lamb, Inc.			

4 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

75090A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49441.

107. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703084  
 PROJECT BHN 79081-84168  
 LOCAL AGRMT.  
 START DATE - JUNE 04, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 113,830.33 \$

LOW BID  
 150,504.80

% OVER/UNDER EST.  
 32.22 %

Scour countermeasures, substructure patching, thrie beam retrofit and approach shoulder work on M-25 over the Quanicassee River, Tuscola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J. Slagter &amp; Son Construction Co.</b>	\$ 150,504.80	Same	1 **
Midwest Bridge Company	\$ 175,974.38	Same	2
Anlaan Corporation	\$ 223,117.50	Same	3
C.A. Hull Co., Inc.			
Davis Construction, Inc.			
L.W. Lamb, Inc.			

3 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

84168A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 48732.

108. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703085  
 PROJECT M 07021-80199  
 LOCAL AGRMT.  
 START DATE - AUGUST 06, 2007  
 COMPLETION DATE - 18 working days

ENG. EST.	LOW BID
\$ 601,638.02	\$ 556,520.05
% OVER/UNDER EST.	
	-7.50 %

3.76 mi of hot mix asphalt resurfacing, aggregate shoulders and guardrail upgrades on M-28 from west of Leo South Road to US-41, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 556,520.05	Same	1 **
Bacco Construction Company	\$ 591,634.81	Same	2
Mathy Construction Company	\$ 708,855.80	Same	3
Rieth-Riley Construction Co., Inc.			

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

80199A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49919.

109. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703086  
 PROJECT STG 36031-84239  
 LOCAL AGRMT.  
 START DATE - MAY 30, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 127,828.25

LOW BID  
 \$ 136,394.76

% OVER/UNDER EST.  
 6.70 %

6.58 mi of guardrail upgrading on M-189 from the Wisconsin state line northerly to north of Hiawatha Road in the cities of Caspian and Iron River, Iron County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rite Way Fence, Inc.	\$ 136,394.76	Same	1 **
Snowden, Inc.	\$ 136,695.80	Same	2
Hogan Land Improvement Company	\$ 149,338.72	Same	3
J. Slagter & Son Construction Co.	\$ 165,544.83	Same	4
Tri-Valley Landscaping, Inc.	\$ 178,077.00	Same	5

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

84239A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49935.

110. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703087  
 PROJECT M 71021-79649  
 LOCAL AGRMT.  
 START DATE - MAY 15, 2007  
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.	LOW BID
\$ 613,931.50	\$ 578,692.50
% OVER/UNDER EST.	-5.74 %

7.09 mi of hot mix asphalt surfacing on M-68 from Curtis Road easterly to US-23, Presque Isle County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 578,692.50	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 635,587.50	Same	2
Bolen Asphalt Paving, Inc.	\$ 637,122.50	Same	3
Pyramid Paving & Contracting Co.,			

3 Bidders

**Purpose/Business Case:** The Non-Freeway Resurfacing Program is intended to improve the pavement structure and restore ride quality to low volume, non-freeway roadways that are less likely to be addressed by the Road Rehabilitation/Reconstruction Programs.

**Benefit:** To improve the pavement structure and ride quality of approximately 300 low volume, non-freeway lane miles a year for 4 years (2004 - 2007).

**Funding Source:**

79649A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Reduced roadway and vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Resurfacing.

**Zip Code:** 49779.

111. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703088  
 PROJECT M 52041-87606, ETC  
 LOCAL AGRMT.  
 START DATE - JULY 10, 2007  
 COMPLETION DATE - 25 working days

ENG. EST.  
 \$ 1,589,100.80

LOW BID  
 \$ 1,594,305.86

% OVER/UNDER EST.  
 0.33 %

5.67 mi of hot mix asphalt overlay or cold milling and resurfacing, aggregate shoulder work, maintenance strip replacement and curb and gutter repair on US-41 from west of Westwood Drive east to east of Iroquois Drive in the cities of Negaunee and Ishpeming, Marquette County. This project includes two 3 year pavement performance warranties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,594,305.86	Same	1 **
Bacco Construction Company	\$ 1,717,004.66	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,793,398.45	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87606A

State Restricted Trunkline Funds 100 %

M10750

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49849.



112. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703089  
 PROJECT STG 84915-88287  
 LOCAL AGRMT.  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - NOVEMBER 30, 2007

ENG. EST.	LOW BID
\$ 426,090.92	\$ 401,935.68
% OVER/UNDER EST.	-5.67 %

Application of permanent pavement markings including longitudinal and special markings on various state trunkline routes, Allegan, Kalamazoo, and St. Joseph Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R. S. Contracting, Inc.	\$ 401,935.68	Same	1 **
Clark Highway Services, Inc.			
P.K. Contracting, Inc.			
NES Traffic Safety Limited Partner			

1 Bidder

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

88287A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49009.

113. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703091  
 PROJECT STG 33021-83362  
 LOCAL AGRMT.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 114,779.43

LOW BID  
 \$ 110,514.72

% OVER/UNDER EST.  
 -3.72 %

11.97 mi of guardrail upgrades at eight locations on M-36  
 from Dexter Trail easterly to M-52, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J &amp; J Contracting, Inc.</b>	<b>\$ 110,514.72</b>	<b>Same</b>	<b>1 **</b>
Rite Way Fence, Inc.	\$ 111,591.25	Same	2
Nashville Construction Company	\$ 114,751.40	Same	3
Tri-Valley Landscaping, Inc.	\$ 119,527.00	Same	4
Snowden, Inc.	\$ 124,599.25	Same	5
J. Slagter & Son Construction Co.	\$ 134,355.05	Same	6
Dale Dukes & Sons, Inc.	\$ 144,718.50	Same	7
Nationwide Fence & Supply Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

83362A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48819.

114. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703092  
 PROJECT STG 44043-84133  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 25, 2007

ENG. EST.  
 \$ 339,980.70

LOW BID  
 \$ 327,933.00

% OVER/UNDER EST.  
 -3.54 %

10.77 mi of guardrail and attenuator replacement on I-69,  
 M-53, M-15, M-57, Elba Road westbound I-69 ramp,  
 eastbound I-69 ramp and I-75 in the cities of Flint, Lapeer,  
 Imlay City and Montrose, Genesee, Lapeer and  
 Saginaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Tri-Valley Landscaping, Inc.</b>	<b>\$ 327,933.00</b>	<b>Same</b>	<b>1 **</b>
Rite Way Fence, Inc.	\$ 332,558.89	Same	2
J. Slagter & Son Construction Co.	\$ 339,445.76	Same	3
Nashville Construction Company	\$ 348,959.72	Same	4
Snowden, Inc.	\$ 390,953.25	Same	5
Nationwide Fence & Supply Company			
J & J Contracting, Inc.			

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

84133A

Federal Highway Administration Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48423.

115. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703093  
 PROJECT STG 70081-59600, ETC  
 LOCAL AGRMT.  
 START DATE - OCTOBER 01, 2007  
 COMPLETION DATE - NOVEMBER 12, 2007

ENG. EST.  
 \$ 156,902.16 \$ 153,463.50  
 % OVER/UNDER EST.  
 -2.19 %

7.44 mi of guardrail replacement on M-104 from east of 130th Avenue east, on M-66 from Haysmer Road to Hubbell Road and on M-50 from south of the I-96 interchange southeasterly to Tyler Creek, Ionia, Kent and Ottawa Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rite Way Fence, Inc.</b>	\$ 153,463.50	Same	1 **
J & J Contracting, Inc.	\$ 153,594.56	Same	2
Nashville Construction Company	\$ 158,946.59	Same	3
Dale Dukes & Sons, Inc.	\$ 172,552.75	Same	4
Snowden, Inc.	\$ 175,463.00	Same	5
J. Slagter & Son Construction Co.	\$ 175,523.12	Same	6
Tri-Valley Landscaping, Inc.	\$ 179,318.30	Same	7
Nationwide Fence & Supply Company			

7 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

59600A	Federal Highway Administration Funds	100 %
59602A	Federal Highway Administration Funds	100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 49456.

116. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703094  
 PROJECT M 75022-87664  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.  
 \$ 641,968.30

LOW BID  
 \$ 675,651.60

% OVER/UNDER EST.  
 5.25 %

9.32 mi of overband crack filling and microsurfacing on US-2 from Port Inland Road to M-77, Schoolcraft County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Terry Asphalt Materials, Inc.</b>	<b>\$ 675,651.60</b>	<b>Same</b>	<b>1 **</b>
Pavement Maintenance Systems, Inc.	\$ 722,161.20	Same	2
Strawser Incorporated	\$ 804,192.09	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87664A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49840.

117. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703095  
 PROJECT STH 63051-52170  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 01, 2007

ENG. EST.  
 \$ 602,773.34

LOW BID  
 \$ 649,627.40

% OVER/UNDER EST.  
 7.77 %

0.14 mi of hot mix asphalt and concrete reconstruction including curb and gutter and storm sewer installation, tree removal, sidewalk work, sign and pavement marking upgrades and traffic signal installation in the city of Birmingham, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peter A. Basile Sons, Inc.</b>	<b>\$ 649,627.40</b>	<b>Same</b>	<b>1 **</b>
Dan's Excavating, Inc.	\$ 671,526.04	Same	2
Pamar Enterprises, Inc.	\$ 695,028.95	Same	3
Cadillac Asphalt, LLC.	\$ 699,830.78	Same	4
Angelo Iafrate Construction Company	\$ 721,050.45	Same	5
L Squared Construction, LLC.			
Ajax Paving Industries, Inc.			

5 Bidders

**Purpose/Business Case:** The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

**Benefit:** Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

**Funding Source:**

52170A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of accidents and injuries by not implementing safety treatments.

**Cost Reduction:** Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

**Selection:** Low Bid.

**New Project Identification:** Reconstruction.

**Zip Code:** 48009.

118. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703096  
 PROJECT M 61012-76449  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 04, 2007  
 COMPLETION DATE - MAY 12, 2008

ENG. EST.  
 \$ 106,383.67 \$  
 LOW BID  
 \$ 94,375.21

% OVER/UNDER EST.  
 -11.29 %

0.10 mi of car pool parking lot construction on M-120 at  
 Maple Island Road, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dean's Landscaping &amp; Excavating</b>	<b>\$ 94,375.21</b>	<b>Same</b>	<b>1 **</b>
Hallack Contracting, Inc.	\$ 96,772.60	Same	2
Stein Construction Co., Inc.	\$ 99,590.00	Same	3
Brenner Excavating, Inc.	\$ 100,616.60	Same	4
Nagel Construction, Inc.	\$ 102,811.00	Same	5
McCormick Sand, Inc.	\$ 103,367.50	Same	6
Schippers Excavating, Inc.	\$ 104,000.00	Same	7
Nashville Construction Company	\$ 106,447.60	Same	8
Workman Contractors, Inc.	\$ 109,038.46	Same	9
Kamminga & Roodvoets, Inc.	\$ 112,638.60	Same	10
Rieth-Riley Construction Co., Inc.	\$ 126,904.71	Same	11
Omans Contracting, Inc.			
Michigan Paving & Materials Co.			

11 Bidders

**Purpose/Business Case:** To increase the capacity and encourage the use of the carpool lots statewide. This project consists of constructing a new carpool lot based on local needs.

**Benefit:** The newly reconstructed lot and the new lot should attract new carpoolers.

**Funding Source:** State Restricted Trunkline Funds 100 %  
 76449A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The surrounding communities are anticipating this carpool lot project. The relationships with the communities in the area may be compromised if the work is not completed.

**Cost Reduction:** Our customers will benefit from the reduced transportation (commuting) costs and inconvenience associated with finding another parking area.

**Selection:** Low bid.

**New Project Identification:** New construction.

**Zip Code:** 49425.

119. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703097  
 PROJECT IM 81062-87511, ETC  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 29, 2007

ENG. EST.  
 \$ 4,384,130.93  
 LOW BID  
 \$ 4,736,295.01  
 % OVER/UNDER EST.  
 8.03 %

12.64 mi of hot mix asphalt cold milling, overlay and ultra-thin overlay on I-94 easterly from M-14 to the Huron River Bridge in the cities of Ann Arbor and Ypsilanti, Washtenaw County. This project includes a 2 year pavement performance warranty and a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 4,736,295.01	Same	1 **
Cadillac Asphalt, LLC.	\$ 4,888,664.86	Same	2
Barrett Paving Materials, Inc.	\$ 5,103,065.62	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87511A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

87512A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48103.



120. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703098  
 PROJECT M 84917-M00213  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 30, 2007

ENG. EST.  
 \$ 1,484,517.36

LOW BID  
 \$ 1,062,479.10

% OVER/UNDER EST.  
 -28.43 %

200 mi of ITS infrastructure maintenance and related support services including closed circuit television cameras, changeable message signs, communications equipment and other ITS systems on various state trunkline routes in the city of Detroit, Oakland, Wayne and Macomb Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Motor City Electric Utilities Co.</b>	<b>\$ 1,062,479.10</b>	<b>Same</b>	<b>1 **</b>
TransCore ITS, LLC	\$ 1,350,629.54	Same	2
Posen Construction, Inc.			
Metropolitan Power & Lighting, Inc			
Rauhorn Electric, Inc.			
L Squared Construction, LLC.			
J. Ranck Electric, Inc.			

2 Bidders

**Purpose/Business Case:** This project is an ITS (Intelligent Transportation System) project, which is a combination of electronics, telecommunications and information technology utilized in the transportation sector for improving safety and travel times on the transportation system. It is not used in only highways, but includes all modes of transportation. This project is for maintenance and related support services, including closed circuit television cameras, changeable message signs, communications equipment and other ITS systems on a portion of MDOT's existing ITS infrastructure.

**Benefit:** Completing this work will improve the traffic flow throughout the Metro Region, extend the life of the existing ITS infrastructure, and provide for the continuous operation of the system.

**Funding Source:**

M00213

State Restricted Trunkline Funds 100%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing ITS infrastructure, reduced safety, and increased operational costs (due to congestion) to the motoring public.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48075.

121. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703099  
 PROJECT M 67032-87032  
 LOCAL AGRMT.  
 START DATE - AUGUST 06, 2007  
 COMPLETION DATE - AUGUST 27, 2007

ENG. EST.  
 \$ 424,077.08

LOW BID  
 \$ 307,789.53

% OVER/UNDER EST.  
 -27.42 %

2.89 mi of hot mix asphalt cold milling and resurfacing, miscellaneous shoulder repair and curb and gutter work on M-66 from 23 Mile Road to the bridge over Middle Branch River and from Decker Road to Stoney Corners Road in the village of McBain, Missaukee and Osceola Counties. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 307,789.53	Same	1 **
Pyramid Paving & Contracting Co.	\$ 362,259.77	Same	2
Elmer's Crane & Dozer, Inc.	\$ 384,905.43	Same	3
Central Asphalt, Inc.	\$ 479,618.13	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87032A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49657.

122. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703100  
 PROJECT M 84916-87700  
 LOCAL AGRMT.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - JULY 13, 2007

ENG. EST.  
 \$ 294,651.44 \$  
 LOW BID  
 \$ 176,009.65

% OVER/UNDER EST.  
 -40.27 %

65.70 mi of overband crack filling on various state trunkline routes in the villages of Fowler, Pewamo, Stockbridge and Gregory, in the cities of Williamston, St. Johns, Grand Ledge, Mason and Charlotte, Ingham, Eaton, Clinton and Livingston Counties.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 176,009.65</b>	<b>Same</b>	<b>1 **</b>
Causie Contracting, Inc.	\$ 249,980.18	Same	2
Scodeller Construction, Inc.	\$ 276,745.00	Same	3
Fahrner Asphalt Sealers, LLC.	\$ 403,301.20	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87700A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48823.

123. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703101  
 PROJECT M 84916-87446  
 LOCAL AGRMT.  
 START DATE - MAY 07, 2007  
 COMPLETION DATE - SEPTEMBER 28, 2007

ENG. EST.	LOW BID
\$ 215,718.00	\$ 163,738.17
% OVER/UNDER EST.	
	-24.10 %

31.78 mi of overband crack filling and hot mix asphalt crack treatment at 10 locations in the villages of Addison, Camden, Clinton and Jonesville, in the cities of Adrian, Jackson, Morenci and Hillsdale, Hillsdale, Jackson and Lenawee Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 163,738.17</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 188,916.00	Same	2
Causie Contracting, Inc.	\$ 216,962.00	Same	3
Fahrner Asphalt Sealers, LLC.	\$ 454,298.00	Same	4
Peter A. Basile Sons, Inc.			

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87446A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49220.

124. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703102  
 PROJECT IM 13074-84987  
 LOCAL AGRMT.  
 START DATE - JULY 09, 2007  
 COMPLETION DATE - AUGUST 03, 2007

ENG. EST.  
 \$ 305,386.59

LOW BID  
 \$ 272,076.50

% OVER/UNDER EST.  
 -10.91 %

7.65 mi of transverse joint resealing on I-69 northbound from north of I-94 northerly to south of the Eaton County line and southbound from north of I-94 northerly to south of the Calhoun County line, Calhoun County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Causie Contracting, Inc.</b>	<b>\$ 272,076.50</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 291,026.30	Same	2
Michigan Joint Sealing, Inc.	\$ 303,982.55	Same	3
Interstate Sealant & Concrete, Inc.	\$ 346,738.20	Same	4
Interstate Highway Construction	\$ 382,290.51	Same	5
American Pavement Solutions, Inc.	\$ 389,600.69	Same	6
Snowden, Inc.	\$ 499,405.55	Same	7

7 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

84987A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49068.

125. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703103  
 PROJECT MG 71021-87172  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.  
 \$ 199,600.00

LOW BID  
 \$ 108,300.02

% OVER/UNDER EST.  
 -45.74 %

43.90 mi of hot mix asphalt crack treatment on M-65 from Bamfield Road northerly to M-72 east, on M-33 from south of County Road 612 northerly to south of M-32, on M-33 from the Presque Isle south county line northerly to Huron Street, on M-211 from M-68 northerly to Bonz Beach Highway and on M-68 at 9th Street easterly to Curtis Road in the city of Onaway, Alcona, Montmorency and Presque Isle Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>American Pavement Solutions, Inc.</b>	<b>\$ 108,300.02</b>	<b>Same</b>	<b>1 **</b>
Interstate Sealant & Concrete, Inc.	\$ 116,355.90	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 144,445.00	Same	3
Scodeller Construction, Inc.	\$ 146,505.00	Same	4
Causie Contracting, Inc.	\$ 213,049.00	Same	5

5 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87172A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49709 TSC-Wide.

126. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703104  
 PROJECT NH 63192-87377  
 LOCAL AGRMT.  
 START DATE - SEPTEMBER 01, 2007  
 COMPLETION DATE - OCTOBER 15, 2007

ENG. EST.	LOW BID
\$ 380,597.52	\$ 309,727.42
% OVER/UNDER EST.	-18.62 %

2.10 mi of concrete pavement repair on M-5 from 14 Mile Road south to 12 Mile Road in the city of Novi, Oakland County.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 309,727.42</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 328,825.54	Same	2
Scodeller Construction, Inc.	\$ 349,439.06	Same	3
Interstate Sealant & Concrete, Inc.	\$ 437,085.35	Same	4
L Squared Construction, LLC.			
Snowden, Inc.			

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87377A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48377.

127. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703105  
 PROJECT NH 63132-87373  
 LOCAL AGRMT.  
 START DATE - JULY 16, 2007  
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.	LOW BID
\$ 439,243.24	\$ 460,569.80
% OVER/UNDER EST.	
4.86 %	

2.57 mi of microsurfacing on M-150 from M-59 northerly to Avon Road in the city of Rochester Hills, Oakland County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Terry Asphalt Materials, Inc.</b>	<b>\$ 460,569.80</b>	<b>Same</b>	<b>1 **</b>
Pavement Maintenance Systems, Inc.	\$ 511,545.11	Same	2
Strawser Incorporated	\$ 608,590.50	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87373A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48307.



128. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703107 \$ ENG. EST. LOW BID  
 PROJECT ST 82101-87380 \$ 64,384.87 \$ 32,197.00  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - APRIL 01, 2007  
 COMPLETION DATE - APRIL 30, 2007 -49.99 %

2.45 mi of hot mix asphalt crack treatment on Old M-14  
 (Plymouth Road) from Newburgh Road easterly to General  
 Road in the city of Livonia, Wayne County. This project  
 includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 32,197.00</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 39,805.75	Same	2
Michigan Joint Sealing, Inc.	\$ 42,265.50	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87380A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48150.

129. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703108 ENG. EST. LOW BID  
 \$ 494,943.69 \$ 540,023.88  
 PROJECT BHI 03033-85420  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - AUGUST 20, 2007  
 COMPLETION DATE - OCTOBER 26, 2007 9.11 %

Expansion joint replacement, substructure and deck repair, concrete surface coating, substructure horizontal surface, joints and crack sealing for 5 structures on 114th Avenue, 118th Avenue and 130th Avenue over I-196 and US-31, and northbound and southbound I-196 over the Kalamazoo River, Allegan County.

A 2007 bridge capital scheduled maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>L.W. Lamb, Inc.</b>	<b>\$ 540,023.88</b>	<b>Same</b>	<b>1 **</b>
J. Slagter & Son Construction Co.	\$ 544,759.68	Same	2
Anlaan Corporation	\$ 583,152.61	Same	3
C.A. Hull Co., Inc.	\$ 627,290.60	Same	4
Midwest Bridge Company	\$ 781,939.48	Same	5
Davis Construction, Inc.			

5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

85420A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49453.

130. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703109  
 PROJECT IM 47066-85906, ETC  
 LOCAL AGRMT.  
 START DATE - APRIL 01, 2007  
 COMPLETION DATE - AUGUST 15, 2007

ENG. EST.  
 \$ 2,769,398.83

LOW BID  
 \$ 2,898,309.49

% OVER/UNDER EST.  
 4.65 %

17.07 mi of hot mix asphalt cold milling, resurfacing and concrete patching on I-96 from the M-52 interchange easterly to Chilson Road, Ingham and Livingston Counties. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 2,898,309.49	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 3,008,560.69	Same	2
Cadillac Asphalt, LLC.	\$ 3,184,793.88	Same	3
Aggregate Industries-Central Region	\$ 3,344,455.88	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

85906A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

85908A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

87556A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48844.

131. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703110  
 PROJECT M 84916-87518  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 12, 2007

ENG. EST.	LOW BID
\$ 261,475.00	\$ 208,956.03
% OVER/UNDER EST.	-20.09 %

30.18 mi of hot mix asphalt crack treatment and overband crack fill at seven locations on M-52, M-59, US-23, M-14, I-94BL, US-24 and M-125, Livingston, Washtenaw and Monroe Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 208,956.03</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 269,005.50	Same	2
Michigan Joint Sealing, Inc.	\$ 293,972.00	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87518A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48116-TSC-wide.

132. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703111  
 PROJECT M 13061-87505  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.	LOW BID
\$ 103,429.41	\$ 57,883.54
% OVER/UNDER EST.	-44.04 %

12.41 mi of hot mix asphalt crack treatment on M-66 from the intersection of M-66/M-60 to S Drive South and from north of L Drive South to south of D Drive South, on M-89 from the Kalamazoo/Calhoun County line to Van Buren Street in the village of Athens, cities of Battle Creek and Springfield, Branch and Calhoun Counties. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 57,883.54</b>	<b>Same</b>	<b>1 **</b>
Scodeller Construction, Inc.	\$ 89,517.26	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 227,630.51	Same	3
American Pavement Solutions, Inc.	\$ 249,518.92	Same	4

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87505A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49051.

133. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703112  
 PROJECT NH 50015-87364  
 LOCAL AGRMT.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 16, 2007

ENG. EST.	LOW BID
\$ 368,560.83	\$ 280,207.50
% OVER/UNDER EST.	
-23.97 %	

2.23 mi of concrete pavement, spall and joint repairs on  
 M-53 from 32 Mile Road northerly to 34 Mile Road, Macomb  
 County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 280,207.50</b>	<b>Same</b>	<b>1 **</b>
Kelcris Corporation	\$ 330,088.51	Same	2
Six-S, Inc.	\$ 346,242.79	Same	3
Causie Contracting, Inc.	\$ 405,741.26	Same	4
L Squared Construction, LLC.			
Snowden, Inc.			
C & D Hughes, Inc.			

4 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87364A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48065.

134. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703113  
 PROJECT NH 70013-53759  
 LOCAL AGRMT.  
 START DATE - AUGUST 02, 2007  
 COMPLETION DATE - SEPTEMBER 27, 2007

ENG. EST.  
 \$ 1,830,044.30  
 LOW BID  
 \$ 1,750,071.98  
 % OVER/UNDER EST.  
 -4.37 %

5.49 mi of hot mix asphalt cold milling and resurfacing on  
 US-31 northbound and southbound from north of James Street  
 northerly to north of Port Sheldon Street, Ottawa County.  
 This project includes a 3 year pavement performance  
 warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,750,071.98	Same	1 **
Aggregate Industries-Central Region	\$ 1,798,211.96	Same	2
Rieth-Riley Construction Co., Inc.	\$ 1,883,300.87	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

53759A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49424.

135. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703114  
 PROJECT NH 82061-87382  
 LOCAL AGRMT.  
 START DATE - APRIL 01, 2007  
 COMPLETION DATE - MAY 23, 2007

ENG. EST.  
 \$ 1,040,018.81  
 LOW BID  
 \$ 1,027,434.87  
 % OVER/UNDER EST.  
 -1.21 %

1.54 mi of hot mix asphalt cold milling and resurfacing on US-12 (Michigan Avenue) from Gulley Road to Washington Drive for eastbound lanes and to Outer Drive for westbound lanes in the city of Dearborn, Wayne County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 1,027,434.87</b>	<b>Same</b>	<b>1 **</b>
Cadillac Asphalt, LLC.	\$ 1,136,535.48	Same	2
Barrett Paving Materials, Inc.	\$ 1,149,262.15	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87382A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48124.



136. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703115  
 PROJECT M 41014-87027  
 LOCAL AGRMT.  
 START DATE - APRIL 15, 2000  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.  
 \$ 677,765.72 \$  
 LOW BID  
 \$ 695,082.67

% OVER/UNDER EST.  
 2.56 %

2.71 mi of hot mix asphalt cold milling, resurfacing and signal loop replacement on US-131BR from Ionia Street easterly to the Oakes Street/Division Avenue intersection, northerly to Leonard Street and west to the US-131 southbound on/off ramps in the city of Grand Rapids, Kent County. This project includes a 3 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 695,082.67	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 792,305.17	Same	2
Aggregate Industries-Central Region	\$ 1,105,107.34	Same	3

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87027A

State Restricted Trunkline Funds 100 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 49504.

137. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703117  
 PROJECT BHI 11111-84713  
 LOCAL AGRMT.  
 START DATE - APRIL 16, 2007  
 COMPLETION DATE - AUGUST 18, 2007

ENG. EST.  
 \$ 435,266.41 \$  
 LOW BID  
 \$ 498,953.59

% OVER/UNDER EST.  
 14.63 %

Expansion joint replacement, deck surface repairs, reseal end joints, concrete surface coating, concrete beam end and diaphragm repair, and substructure horizontal surface sealing on five structures on Red Arrow Highway, Schmul Road, Riverside Road, Central Avenue and 107th Avenue over I-196, Allegan and Berrien Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Anlaan Corporation	\$ 498,953.59	Same	1 **
L.W. Lamb, Inc.	\$ 512,246.09	Same	2
J. Slagter & Son Construction Co.	\$ 514,205.70	Same	3
C.A. Hull Co., Inc.	\$ 514,946.28	Same	4
Midwest Bridge Company	\$ 583,562.90	Same	5
Davis Construction, Inc.			

5 Bidders

**Purpose/Business Case:** MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

**Benefit:** MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

**Funding Source:**

84713A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

**Cost Reduction:** Reduced roadway maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49022.

138. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703118 \$ ENG. EST. 37,801.67 \$ LOW BID 21,676.00  
 PROJECT NH 63052-87376  
 LOCAL AGRMT. % OVER/UNDER EST.  
 START DATE - JULY 16, 2007  
 COMPLETION DATE - AUGUST 15, 2007 -42.66 %

2.04 mi of hot mix asphalt crack treatment on US-24 from Elizabeth Lake Road northerly to Dixie Highway in the city of Pontiac, Oakland County. This project includes a 2 year pavement performance warranty.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Interstate Sealant &amp; Concrete, Inc.</b>	<b>\$ 21,676.00</b>	<b>Same</b>	<b>1 **</b>
Michigan Joint Sealing, Inc.	\$ 29,881.00	Same	2
Scodeller Construction, Inc.	\$ 31,639.00	Same	3
Fahrner Asphalt Sealers, LLC.			

3 Bidders

**Purpose/Business Case:** The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

87376A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48328.

## LOCAL PROJECTS

139. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703005  
 PROJECT STU 41401-85858  
 LOCAL AGRMT. 07-5000  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 31, 2007

ENG. EST.  
 \$ 2,350,624.50  
 LOW BID  
 \$ 2,176,766.79  
 % OVER/UNDER EST.  
 -7.40 %

1.0 mi of road reconstruction including concrete curb and gutter, storm sewer, drainage structures, hot mix asphalt paving, traffic signal and pavement markings on Division Avenue from 68th Street to 76th Street, Kent County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kalin Construction Co., Inc.</b>	<b>\$ 2,176,766.79</b>	<b>Same</b>	<b>1 **</b>
CL Trucking & Excavating, LLC.	\$ 2,191,861.51	Same	2
Nagel Construction, Inc.	\$ 2,205,081.78	Same	3
Nashville Construction Company	\$ 2,215,256.88	Same	4
Kamminga & Roodvoets, Inc.	\$ 2,226,312.88	Same	5
Bond Construction Company	\$ 2,233,197.00	Same	6
Diversco Construction Company Inc.	\$ 2,255,707.77	Same	7
Kentwood Excavating, Inc.	\$ 2,258,887.00	Same	8
Milbocker and Sons, Inc.	\$ 2,342,397.43	Same	9
Dykema Excavators, Inc.	\$ 2,352,532.75	Same	10
Schippers Excavating, Inc.	\$ 2,383,007.10	Same	11
C & D Hughes, Inc.	\$ 2,555,659.17	Same	12
Wyoming Excavators, Inc.			

Rieth-Riley Construction Co., Inc.  
 Aggregate Industries-Central Region  
 Fisher Contracting Company

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

85858A

Kent County	18.15 %
Federal Highway Administration Funds	81.85 %

**Selection:** Low bid.

**Zip Code:** 49316.

140. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703006  
 PROJECT MCS 78009-89221  
 LOCAL AGRMT. 06-5647  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 31, 2007

ENG. EST.  
 \$ 428,561.30

LOW BID  
 \$ 494,265.46

% OVER/UNDER EST.  
 15.33 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Lutz Road over Prairie River, St. Joseph County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 494,265.46</b>	<b>Same</b>	<b>1 **</b>
Quantum Construction Company, Inc.	\$ 550,122.35	Same	2
Anlaan Corporation	\$ 583,262.80	Same	3
J. Slagter & Son Construction Co.	\$ 594,129.91	Same	4
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

89221A

St Joseph County

5.00 %

State Restricted Trunkline Funds

95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49093.

141. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703007  
 PROJECT FFH 49063-83616  
 LOCAL AGRMT. 06-5183  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 2,774,214.05

LOW BID  
 \$ 2,309,165.49

% OVER/UNDER EST.  
 -16.76 %

7.00 mi of aggregate lift, drainage improvements, hot mix asphalt paving, shoulders, guardrail, culvert extensions and slope restoration on Mackinac Trail 1.0 mi north of the intersection of Mackinac Trail (County Road 412) and M-134 continuing northerly, Mackinac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Norris Contracting, Inc.</b>	<b>\$ 2,309,165.49</b>	<b>Same</b>	<b>1 **</b>
Payne & Dolan, Inc.	\$ 2,322,549.38	Same	2
M & M Excavating Co., Inc.	\$ 2,364,305.27	Same	3
Cordes Excavating, Inc.	\$ 2,642,741.29	Same	4
Rieth-Riley Construction Co., Inc.	\$ 2,648,064.91	Same	5
A. Lindberg & Sons, Inc.			
Bacco Construction Company			
Fisher Contracting Company			
Oberstar, Inc.			

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

83616A

Federal Highway Administration Funds

100 %

**Selection:** Low bid.

**Zip Code:** 49781.

142. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703008  
 PROJECT STU 41401-74885  
 LOCAL AGRMT. 06-5658  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 06, 2008

ENG. EST.  
 \$ 3,485,595.00

LOW BID  
 \$ 2,893,266.20

% OVER/UNDER EST.  
 -16.99 %

0.56 mi of road reconstruction including hot mix asphalt pavement, concrete pavement, concrete curb and gutter, drainage structures, sanitary sewer, watermain, storm sewer, street lighting, pavement markings and trees on Division Avenue from Quigley Street to Cottage Grove Street in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kamminga &amp; Roodvoets, Inc.</b>	<b>\$ 2,893,266.20</b>	<b>Same</b>	<b>1 **</b>
Nagel Construction, Inc.	\$ 3,083,822.29	Same	2
Wyoming Excavators, Inc.	\$ 3,283,969.00	Same	3
Diversco Construction Company Inc.	\$ 3,285,858.00	Same	4
Bond Construction Company	\$ 3,291,187.00	Same	5
Dykema Excavators, Inc.	\$ 3,335,149.90	Same	6
Kentwood Excavating, Inc.	\$ 3,726,310.26	Same	7
Schippers Excavating, Inc.			
Six-S, Inc.			
Milbocker and Sons, Inc.			
Fisher Contracting Company			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

74885A

Federal Highway Administration Funds	58.08 %
City of Grand Rapids	41.92 %

**Selection:** Low bid.

**Zip Code:** 49507.

143. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703010  
 PROJECT EDDF 39555-76312  
 LOCAL AGRMT. 06-5597  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 21, 2007

ENG. EST.  
 \$ 1,216,476.87    LOW BID  
 \$ 1,205,065.38  
 % OVER/UNDER EST.  
 -0.94 %

1.38 mi of roadway realignment, bridge replacement,  
 rubblizing concrete pavement, trenching for shoulders, hot  
 mix asphalt surfacing, guardrail, gravel shoulders and  
 miscellaneous ditching on G avenue 150 feet east of 37th  
 Street north to 39th Street, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Peters Construction Co.</b>	<b>\$ 1,205,065.38</b>	<b>Same</b>	<b>1 **</b>
Hoffman Bros., Inc.	\$ 1,245,841.86	Same	2
Nashville Construction Company	\$ 1,359,375.95	Same	3
Brenner Excavating, Inc.			
Northern Construction Services, Co.			
Quantum Construction Company, Inc.			
Michigan Paving & Materials Co.			
Anlaan Corporation			
Milbocker and Sons, Inc.			
Kamminga & Roodvoets, Inc.			
Davis Construction, Inc.			
Balkema Excavating, Inc.			
Fisher Contracting Company			
E.T. MacKenzie Company			

3 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76312A	
Kalamazoo County	42.00 %
Federal Highway Administration Funds	58.00 %

**Selection:** Low bid.

**Zip Code:** 49053.



144. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703011  
 PROJECT STU 25402-84672  
 LOCAL AGRMT. 07-5011  
 START DATE - JUNE 01, 2007  
 COMPLETION DATE - JULY 13, 2007

ENG. EST.  
 \$ 328,105.00

LOW BID  
 \$ 267,135.99

% OVER/UNDER EST.  
 -18.58 %

0.12 mi of road reconstruction including replacing curb and gutter, full depth hot mix asphalt pavement, driveway upgrade improvements, new pavement markings and signing on Bella Vista Drive from Saginaw Street to west of Via Catherina Drive in the city of Grand Blanc, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Zito Construction Co.</b>	<b>\$ 267,135.99</b>	<b>Same</b>	<b>1 **</b>
DiPonio Contracting L.L.C.	\$ 285,260.02	Same	2
Cadillac Asphalt, LLC.	\$ 290,724.42	Same	3
Commerce Construction & Landscaping	\$ 300,013.55	Same	4
Ron Bretz Excavating, Inc.	\$ 302,997.38	Same	5
San Marino Excavating, Inc.	\$ 309,140.48	Same	6
Rohde Brothers Excavating, Inc.	\$ 309,616.00	Same	7
Cadwell Brothers Construction	\$ 310,234.23	Same	8
Asix Asphalt Paving LLC	\$ 312,156.20	Same	9
C & D Hughes, Inc.	\$ 318,056.74	Same	10
Ajax Paving Industries, Inc.	\$ 324,496.38	Same	11
Florence Cement Company	\$ 324,808.89	Same	12
Champagne and Marx Excavating, Inc.	\$ 336,852.15	Same	13
Eastlund Concrete Construction, Inc.			
Fonson, Inc.			
Ace Asphalt & Paving Co.			
Heystek Contracting, Inc.			
3-S Construction, Inc.			
Six-S, Inc.			
Barrett Paving Materials, Inc.			
Lois Kay Contracting Co.			
Fisher Contracting Company			
Pro-Line Asphalt Paving Corp.			

13 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

84672A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48439.

145.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703012	\$ 1,489,344.75	\$ 1,301,681.52
	PROJECT HPSL 50400-89299		
	LOCAL AGRMT. 07-5013		% OVER/UNDER EST.
	START DATE - MAY 01, 2007		
	COMPLETION DATE - AUGUST 18, 2007		-12.60 %

0.80 mi of cold milling hot mix asphalt surface, concrete pavement repairs and hot mix asphalt resurfacing on 9 Mile Road from Tuscany Avenue to Kelly Road in the city of Eastpointe, Macomb County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Florence Cement Company</b>	<b>\$ 1,301,681.52</b>	<b>Same</b>	<b>1 **</b>
Ajax Paving Industries, Inc.	\$ 1,314,686.31	Same	2
Six-S, Inc.	\$ 1,324,628.79	Same	3
Cadillac Asphalt, LLC.	\$ 1,326,756.79	Same	4
L Squared Construction, LLC.	\$ 1,430,151.00	Same	5
Barrett Paving Materials, Inc.	\$ 1,496,523.20	Same	6
John Carlo, Inc.	\$ 1,529,467.55	Same	7
Tony Angelo Cement Construction Co.			
ABC Paving Company			
Kelcris Corporation			
Peake Contracting, Inc.			
Angelo Iafrate Construction Company			
Pamar Enterprises, Inc.			
Peter A. Basile Sons, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

89299A

City of Eastpointe	0.33 %
Federal Highway Administration Funds	79.74 %
State Restricted Trunkline Funds	19.93 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 48021.

146. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703013  
 PROJECT STU 63459-89175  
 LOCAL AGRMT. 07-5007  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - NOVEMBER 14, 2007

ENG. EST.  
 \$ 3,103,429.15

LOW BID  
 \$ 2,752,519.20

% OVER/UNDER EST.  
 -11.31 %

0.85 mi of pavement removal, concrete pavement with integral curb, aggregate base, storm drainage improvements, permanent signing and pavement markings on 14 Mile Road from Crooks Road to Washington Avenue in the city of Clawson, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Six-S, Inc.</b>	<b>\$ 2,752,519.20</b>	<b>Same</b>	<b>1 **</b>
Sunset Excavating, Inc.	\$ 2,777,066.59	Same	2
Florence Cement Company	\$ 2,839,832.10	Same	3
Dan's Excavating, Inc.	\$ 2,886,274.93	Same	4
Tony Angelo Cement Construction Co.	\$ 2,945,437.01	Same	5
John Carlo, Inc.	\$ 3,107,329.87	Same	6
Angelo Iafrate Construction Company	\$ 3,264,377.84	Same	7
V.I.L. Construction, Inc.			
L Squared Construction, LLC.			
L. D'Agostini & Sons, Inc.			
Fisher Contracting Company			
Pamar Enterprises, Inc.			
Peter A. Basile Sons, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the reconstruction and widening of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

89175A

City of Clawson	0.22 %
Federal Highway Administration Funds	79.83 %
State Restricted Trunkline Funds	19.95 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.  
**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48017.

147. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703014  
 PROJECT STU 63459-75441  
 LOCAL AGRMT. 06-5523  
 START DATE - 10 days after award  
 COMPLETION DATE - OCTOBER 27, 2007

ENG. EST. \$ 4,259,670.95  
 LOW BID \$ 3,573,157.90  
 % OVER/UNDER EST. -16.12 %

2.44 mi of pavement removal, hot mix asphalt paving, earthwork, storm sewer work, concrete curb and gutter and watermain work on Williams Lake Road from Cooley Lake Road northerly to Elizabeth Lake Road, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>B &amp; V Construction, Inc.</b>	<b>\$ 3,573,157.90</b>	<b>Same</b>	<b>1 **</b>
South Hill Construction Company	\$ 3,612,482.89	Same	2
Angelo Iafrate Construction Company	\$ 3,706,558.40	Same	3
Dan's Excavating, Inc.	\$ 3,811,577.90	Same	4
Six-S, Inc./C & G Myers Construct.	\$ 3,823,233.90	Same	5
V.I.L. Construction, Inc.	\$ 3,914,170.24	Same	6
C.A. Hull Co., Inc.	\$ 3,943,957.60	Same	7
Cadillac Asphalt, LLC.	\$ 4,202,730.68	Same	8
L. D'Agostini & Sons, Inc.	\$ 4,273,727.36	Same	9
DeAngelis Landscape, Inc.			
Ajax Paving Industries, Inc.			
ABC Paving Company			
Peter A. Basile Sons, Inc.			
Sunset Excavating, Inc.			
Fonson, Inc.			
Fisher Contracting Company			
Pamar Enterprises, Inc.			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Zip Code:** 48327.

**Zip Code:** 49938.

149. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703016  
 PROJECT CMG 77400-88008  
 LOCAL AGRMT. 07-5005  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.  
 \$ 46,954.50

LOW BID  
 \$ 26,985.67

% OVER/UNDER EST.  
 -42.53 %

Signal upgrade and optimization on 24th Street at Lapeer Road, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Metropolitan Power &amp; Lighting, Inc.</b>	<b>\$ 26,985.67</b>	<b>Same</b>	<b>1 **</b>
J R Howell Airport Lighting LLC	\$ 28,541.22	Same	2
J. Ranck Electric, Inc.	\$ 29,341.47	Same	3
Alpha Electric, Inc.	\$ 33,484.00	Same	4
Motor City Electric Utilities Co.	\$ 35,447.32	Same	5
Rauhorn Electric, Inc.	\$ 35,782.46	Same	6
Posen Construction, Inc.	\$ 37,978.96	Same	7
Severance Electric Co., Inc.	\$ 38,716.64	Same	8
Allstate Electric, Inc.	\$ 44,799.25	Same	9
Harlan Electric Company			

9 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

88008A

Federal Highway Administration Funds

100 %

**Selection:** Low bid.

**Zip Code:** 48079.

150. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703017  
 PROJECT MCS 67008-83922  
 LOCAL AGRMT. 06-5655  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 24, 2007

ENG. EST.  
 \$ 307,058.45

LOW BID  
 \$ 286,594.24

% OVER/UNDER EST.  
 -6.66 %

Removal of existing structure and construction of a precast box culvert and related approach on 210th Avenue over the east branch of the Hersey River, Osceola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>D.J. McQuestion &amp; Sons, Inc.</b>	<b>\$ 286,594.24</b>	<b>Same</b>	<b>1 **</b>
Porath Contractors, Inc.	\$ 307,441.50	Same	2
Diversco Construction Company Inc.	\$ 319,180.88	Same	3
Nashville Construction Company	\$ 322,103.03	Same	4
Kamminga & Roodvoets, Inc.	\$ 336,162.60	Same	5
Nagel Construction, Inc.	\$ 345,708.00	Same	6
John Henry Excavating, Inc.	\$ 368,125.40	Same	7
Davis Construction, Inc.	\$ 389,918.09	Same	8
Central Michigan Contracting, Inc.	\$ 409,009.00	Same	9
Stein Construction Co., Inc.			
CJ's Excavating Septic Service, Inc.			
L.J. Construction, Inc.			
Milbocker and Sons, Inc.			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			
M & M Excavating Co., Inc.			
Anlaan Corporation			
J. Slagter & Son Construction Co.			
3-S Construction, Inc.			
Fisher Contracting Company			

#### 9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

83922A

Osceola County	5.00 %
State Restricted Trunkline Funds	95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.



**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49677.

151. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703030 ENG. EST. LOW BID  
 \$ 1,282,706.25 \$ 1,207,335.40  
 PROJECT STUL 21422-56513, ETC  
 LOCAL AGRMT. 06-5669, 07-5050 % OVER/UNDER EST.  
 START DATE - APRIL 30, 2007  
 COMPLETION DATE - AUGUST 24, 2007 -5.88 %

0.49 mi of hot mix asphalt road, concrete curb and gutter, storm sewer, bridge construction, watermain, sanitary sewer and wetland mitigation on 6th Avenue from North 30th Street east to existing 6th Avenue in the city of Escanaba, Delta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Kakuk Construction, Inc.</b>	<b>\$ 1,207,335.40</b>	<b>Same</b>	<b>1 **</b>
Barley Trucking & Excavating, Inc.	\$ 1,252,798.69	Same	2
James Peterson Sons, Inc.	\$ 1,287,049.22	Same	3
Hebert Construction Company	\$ 1,296,968.35	Same	4
Snowden, Inc.	\$ 1,341,767.89	Same	5
Oberstar, Inc.	\$ 1,346,990.64	Same	6
Musson Bros., Inc.	\$ 1,354,514.58	Same	7
M & M Excavating Co., Inc.	\$ 1,368,676.97	Same	8
Bacco Construction Company	\$ 1,380,098.95	Same	9
A. Lindberg & Sons, Inc.	\$ 1,492,332.50	Same	10
Zenith Tech, Inc.			
Hardman Construction, Inc.			
Payne & Dolan, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** The Michigan Institutional Roads (MIR) Program constructs, improves, and maintains all access roads on State-owned property and institutions per P.A. 1941 No. 90.

**Benefit:** Ensures safe and efficient access to the public at all State-owned property and institution sites.

**Funding Source:**

56513A

City of Escanaba

50.35 %

Federal Highway Administration Funds

49.65 %

78789A

City of Escanaba

5.95 %

State Restricted Trunkline Funds

94.05 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing operational and surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs and accident-related costs to the public.

**Selection:** Low bid.

**New Project Identification:** Rehabilitation.

**Zip Code:** 49829.

152.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703031	\$ 4,178,835.75	\$ 3,892,739.36
	PROJECT HPSL 25402-87263		
	LOCAL AGRMT. 07-5035		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2007		-6.85 %

1.70 mi of road reconstruction with watermain and sewer replacement on 3rd Avenue from the Flint River to Saginaw Street in the city of Flint, Genesee County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Dan's Excavating, Inc.</b>	<b>\$ 3,892,739.36</b>	<b>Same</b>	<b>1 **</b>
Zito Construction Co.	\$ 4,067,053.74	Same	2
Angelo Iafrate Construction Company	\$ 4,119,422.75	Same	3
L. D'Agostini & Sons, Inc.	\$ 4,200,443.04	Same	4
C.A. Hull Co., Inc.	\$ 4,236,216.14	Same	5
Six-S, Inc./C & G Myers Construct	\$ 4,274,052.39	Same	6
C & D Hughes, Inc.	\$ 4,468,441.47	Same	7
Boddy Construction Company, Inc.	\$ 4,484,515.68	Same	8
Champagne and Marx Excavating, Inc.	\$ 4,893,267.12	Same	9
V.I.L. Construction, Inc.			
Pamar Enterprises, Inc.			
Rohde Brothers Excavating, Inc.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the reconstruction of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

87263A

Federal Highway Administration Funds	56.75 %
City of Flint	29.06 %
State Restricted Trunkline Funds	14.19 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road reconstruction.

**Selection:** Low bid.

**Zip Code:** 48507.

153. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703032  
 PROJECT STE 41814-88908  
 LOCAL AGRMT. 07-5029  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 01, 2008

ENG. EST.  
 \$ 820,151.20

LOW BID  
 \$ 745,069.27

% OVER/UNDER EST.  
 -9.15 %

0.11 mi of brick pavement reconstruction, watermain, storm sewer, street lighting and landscaping on Cherry Street from Hollister Avenue east to Warren Avenue in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nagel Construction, Inc.</b>	<b>\$ 745,069.27</b>	<b>Same</b>	<b>1 **</b>
Lodestar Construction, Inc.	\$ 754,360.00	Same	2
Kamminga & Roodvoets, Inc.	\$ 775,512.71	Same	3
Diversco Construction Company Inc.	\$ 797,133.95	Same	4
Dykema Excavators, Inc.	\$ 838,211.05	Same	5
Kentwood Excavating, Inc.	\$ 888,056.60	Same	6
Wyoming Excavators, Inc.	\$ 968,909.00	Same	7
Schippers Excavating, Inc.			
Milbocker and Sons, Inc.			
Bond Construction Company			

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

88908A

Federal Highway Administration Funds	54.67 %
City of Grand Rapids	45.33 %

**Selection:** Low bid.

**Zip Code:** 49506.

154. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703033  
 PROJECT EDDF 24555-86780, ETC  
 LOCAL AGRMT. 07-5022  
 START DATE - APRIL 15, 2007  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST. \$ 499,979.50  
 LOW BID \$ 416,819.23  
 % OVER/UNDER EST. -16.63 %

0.25 mi of hot mix asphalt resurfacing, storm sewer, concrete sidewalk pavers, street lighting, landscaping and curb and gutter on North Louvigny Street from West Central Avenue to Depeyster Street in the village of Mackinaw City, Emmet County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Payne &amp; Dolan, Inc.</b>	<b>\$ 416,819.23</b>	<b>Same</b>	<b>1 **</b>
Rieth-Riley Construction Co., Inc.	\$ 468,926.54	Same	2
Eastlund Concrete Construction, Inc.	\$ 487,768.10	Same	3
Northern Construction Services, Co.	\$ 493,476.28	Same	4
Norris Contracting, Inc.			
Bacco Construction Company			

4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

86780A		
Federal Highway Administration Funds	39.00 %	
Village of Mackinaw City	61.00 %	
89083A		
Federal Highway Administration Funds	65.75 %	
Village of Mackinaw City	34.25 %	

**Selection:** Low bid.

**Zip Code:** 49701.

155. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703034  
 PROJECT MCS 25002-86236  
 LOCAL AGRMT. 07-5009  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 15, 2007

ENG. EST.  
 \$ 475,257.80

LOW BID  
 \$ 488,682.34

% OVER/UNDER EST.  
 2.82 %

Bridge superstructure replacement along with related approach work on Hegel Road at Kearsley Creek in the village of Goodrich, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Walter Toebe Construction Co.</b>	<b>\$ 488,682.34</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 500,580.90	Same	2
Heystek Contracting, Inc.	\$ 514,465.00	\$ 512,665.00	3
Anlaan Corporation	\$ 517,323.62	Same	4
E.T. MacKenzie Company	\$ 531,798.06	Same	5
Davis Construction, Inc.	\$ 544,688.65	Same	6
Midwest Bridge Company	\$ 550,454.57	Same	7
J. Slagter & Son Construction Co.	\$ 617,860.72	Same	8
L.W. Lamb, Inc.			
J.E. Kloote Contracting, Inc.			
C. R. Hunt Construction Company			
Milbocker and Sons, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86236A

Village of Goodrich	5.00 %
State Restricted Trunkline Funds	95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.  
**Selection:** Low bid.  
**Zip Code:** 48438.

156.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703035	\$ 451,163.50	\$ <b>452,324.60</b>
	PROJECT STL 34000-76781		
	LOCAL AGRMT. 07-5012		% OVER/UNDER EST.
	START DATE - JULY 05, 2007		
	COMPLETION DATE - SEPTEMBER 01, 2007		0.26 %

29.50 mi of county-wide preventive maintenance in 9 different locations, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED
<b>Fahrner Asphalt Sealers, LLC.</b>	<b>\$ 452,324.60</b>	<b>Same 1 **</b>
Pavement Maintenance Systems, Inc.	\$ 485,661.62	Same 2
Michigan Pavement Solutions/C & C	\$ 492,000.00	Same 3

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** Preventive Maintenance preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

**Benefit:** These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

**Funding Source:**

76781A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** There is a greater risk of injury/accidents due to existing surface conditions.

**Cost Reduction:** Lower vehicle maintenance costs.

**Selection:** Low bid.

**New Project Identification:** Maintenance.

**Zip Code:** 48846.

157. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703036  
 PROJECT STUL 14442-88352  
 LOCAL AGRMT. 06-5660  
 START DATE - APRIL 15, 2007  
 COMPLETION DATE - JUNE 30, 2007

ENG. EST.  
 \$ 410,039.50

LOW BID  
 \$ 429,945.28

% OVER/UNDER EST.  
 4.85 %

2.40 mi of cold milling and hot mixed asphalt resurfacing including sidewalk ramp ADA improvements and concrete curb and gutter replacement on Main Street from Front Street to Indiana Street, on Front Street from Jefferson Street to Main Street, on High Street from Front Street to Lowe Street, on West Railroad Street from Division Street to Telegraph Street, on Telegraph Street from West Railroad Street to North Front Street and on Prairie Ronde Street from Fairlawn Drive to North Front Street in the city of Dowagiac, Cass County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 429,945.28	Same	1 **
Aggregate Industries-Central Region	\$ 474,173.48	Same	2
Rieth-Riley Construction Co., Inc.	\$ 478,077.25	Same	3

### 3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

#### Funding Source:

88352A

City of Dowagiac	2.56 %
Federal Highway Administration Funds	77.95 %
State Restricted Trunkline Funds	19.49 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing.

**Selection:** Low bid.

**Zip Code:** 49047.



158. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703037  
 PROJECT STUL 38409-83303  
 LOCAL AGRMT. 07-5023  
 START DATE - 10 days after award  
 COMPLETION DATE - 60 working days

ENG. EST.  
 \$ 527,351.75

LOW BID  
 \$ 489,095.61

% OVER/UNDER EST.  
 -7.25 %

0.16 mi of hot mix asphalt pavement and overlay, 0.24  
 mi of full depth hot mix asphalt pavement and gutter  
 reconstruction and 0.24 mi of watermain replacement  
 on Clinton Street from Lansing Avenue to Monroe Street  
 in the city of Jackson, Jackson County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Robert L. Johnson Construction, Inc.</b>	<b>\$ 489,095.61</b>	<b>Same</b>	<b>1 **</b>
Mills Excavating	\$ 496,529.06	Same	2
Dunigan Brothers, Inc.	\$ 503,777.74	Same	3
Bailey Excavating, Inc.	\$ 532,999.25	Same	4
Hoffman Bros., Inc.	\$ 541,125.14	Same	5
Cadwell Brothers Construction	\$ 572,004.20	Same	6
Brady Sand & Gravel, Inc.	\$ 592,982.41	\$ 592,482.41	7
Nashville Construction Company	\$ 602,776.64	Same	8
C & D Hughes, Inc.	\$ 683,520.05	Same	9
Mead Bros. Excavating, Inc.	\$ 684,162.37	\$ 683,662.37	10
Aggregate Industries-Central Region	\$ 744,375.73	Same	11
Milbocker and Sons, Inc.			

11 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

83303A

Federal Highway Administration Funds	63.50 %
City of Jackson	36.50 %

**Selection:** Low bid.

**Zip Code:** 49202.

159. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703038  
 PROJECT STL 50458-89318  
 LOCAL AGRMT. 07-5019  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - MAY 31, 2007

ENG. EST.  
 \$ 265,293.00

LOW BID  
 \$ 254,601.12

% OVER/UNDER EST.  
 -4.03 %

2.50 mi of hot mix asphalt resurfacing and aggregate shoulders on Romeo Plank Road from 30 Mile Road northerly to 31 Mile Road and on 32 Mile Road from Hicks Road easterly to Camler Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ajax Paving Industries, Inc.</b>	<b>\$ 254,601.12</b>	<b>Same</b>	<b>1 **</b>
Asix Asphalt Paving LLC	\$ 264,184.49	Same	2
John Carlo, Inc.	\$ 264,197.25	Same	3
Ace Asphalt & Paving Co.	\$ 264,737.12	Same	4
Cadillac Asphalt, LLC.	\$ 277,119.62	Same	5
Barrett Paving Materials, Inc.	\$ 319,531.45	Same	6
Pro-Line Asphalt Paving Corp.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

89318A

Macomb County

20.00 %

Federal Highway Administration Funds

80.00 %

**Selection:** Low bid.

**Zip Code:** 48005.

160. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703039  
 PROJECT EDDF 32555-82646  
 LOCAL AGRMT. 07-5020  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.  
 \$ 723,166.45

LOW BID  
 \$ 633,437.27

% OVER/UNDER EST.  
 -12.41 %

3.53 mi of hot mix asphalt resurfacing, crushing and shaping and aggregate shoulders on Pinnebog Road from M-53 northerly to M-142, Huron County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Saginaw Asphalt Paving Company</b>	<b>\$ 633,437.27</b>	<b>Same</b>	<b>1 **</b>
Albrecht Sand & Gravel Co.	\$ 671,646.97	Same	2
Pyramid Paving & Contracting Co.	\$ 763,672.32	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the reconstruction and widening of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

82646A

Huron County	14.00 %
Federal Highway Administration Funds	72.00 %
State Restricted Trunkline Funds	14.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds will have to be returned to the federal government for use in another federal-aid project, possibly not in the state of Michigan.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

**New Project Identification:** Reconstruction.

**Selection:** Low bid.

**Zip Code:** 48413.

161. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703040  
 PROJECT MCS 76009-86442  
 LOCAL AGRMT. 06-5611  
 START DATE - 10 days after award  
 COMPLETION DATE - NOVEMBER 01, 2007

ENG. EST.  
 \$ 1,980,356.25

LOW BID  
 \$ 1,783,830.15

% OVER/UNDER EST.  
 -9.92 %

Remove existing structure and construct a prestressed concrete I-beam bridge and related approach work on Oliver Street over Shiawassee River in the city of Owosso, Shiawassee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Milbocker and Sons, Inc.</b>	<b>\$ 1,783,830.15</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 1,799,779.99	Same	2
C.A. Hull Co., Inc.	\$ 1,824,038.10	Same	3
E.T. MacKenzie Company	\$ 1,843,474.30	Same	4
Davis Construction, Inc.	\$ 1,885,915.41	Same	5
Anlaan Corporation	\$ 1,886,146.28	Same	6
Hardman Construction, Inc.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86442A

City of Owosso	5.71 %
State Restricted Trunkline Funds	94.29 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.  
Selection: Low bid.  
Zip Code: 48867.

162.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703041	\$ 412,593.00	\$ 382,639.64
	PROJECT STL 01096-83692		
	LOCAL AGRMT. 07-5018		% OVER/UNDER EST.
	START DATE - JUNE 04, 2007		
	COMPLETION DATE - AUGUST 31, 2007		-7.26 %

1.50 mi of hot mix asphalt road reconstruction, crushing and shaping, earthwork and drainage improvement on Hubert Road from Bear Springs Road easterly to North Hubbard Lake Road, Alcona County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cordes Excavating, Inc.</b>	<b>\$ 382,639.64</b>	<b>Same</b>	<b>1 **</b>
John Henry Excavating, Inc.	\$ 408,695.50	Same	2
Katterman Trucking, Inc.	\$ 417,490.15	Same	3
D.J. McQuestion & Sons, Inc.	\$ 426,133.74	Same	4
Bolen Asphalt Paving, Inc.			
Lee Wood Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			
M & M Excavating Co., Inc.			

## 4 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## Source of Funds:

83692A

Alcona County

50.00 %

Federal Highway Administration Funds

50.00 %

**Selection:** Low bid.

**Zip Code:** 49747.

163. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703042  
 PROJECT MCS 56012-86275  
 LOCAL AGRMT. 07-5002  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 15, 2007

ENG. EST.  
 \$ 445,423.00

LOW BID  
 \$ 417,058.42

% OVER/UNDER EST.  
 -6.37 %

Bridge rehabilitation including concrete overlay, rocker repair and traffic control on Gordonville Road at Tittabawassee River, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 417,058.42	Same	1 **
Anlaan Corporation	\$ 442,092.42	Same	2
Midwest Bridge Company	\$ 514,534.40	Same	3
C.A. Hull Co., Inc.	\$ 574,162.95	Same	4
Miller Development, Inc.			
Davis Construction, Inc.			
Walter Toebe Construction Co.			
L.W. Lamb, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86275A

Midland County

5.00 %

State Restricted Trunkline Funds

95.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48642.

164. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703043  
 PROJECT STL 34000-76653-2, ETC  
 LOCAL AGRMT. 06-5102, 06-5661  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.  
 \$ 1,062,388.82

LOW BID  
 \$ 988,017.08

% OVER/UNDER EST.  
 -7.00 %

6.47 mi of county-wide preventive maintenance hot mix asphalt overlay with aggregate shoulders on Charlotte Highway from Eaton Highway northerly to the Grand River, on Riverside Drive from Kingston Road east to Somer Road, on Kelsy Highway from Riverside Drive south, 5.57 mi of county-wide preventive maintenance hot mix asphalt overlay with aggregate shoulders on Riverside from Kingston Road to Somer Road, on Stage Road from M-21 to Nickle Plate Road, on Hawley Highway from M-21 to Centerline Road, on Johnson Road from Palmer Road to Ostrum Road and 1.01 mi of pavement removal, hot mix asphalt surface, valley gutter and approach on Yeomans Street south of M-21 to west Ionia City limits, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Rieth-Riley Construction Co., Inc.</b>	<b>\$ 988,017.08</b>	<b>Same</b>	<b>1 **</b>
Michigan Paving & Materials Co.	\$ 1,038,061.21	Same	2
Aggregate Industries-Central Region	\$ 1,058,615.84	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the resurfacing and reconstruction of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

76653A	
Ionia County	20.00 %
Federal Highway Administration Funds	80.00 %
78972A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
86420A	
Ionia County	20.00 %
Federal Highway Administration Funds	80.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Road resurfacing and reconstruction.

**Selection:** Low bid.

**Zip Code:** 48846.

165. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703044  
 PROJECT MCS 77004-86337  
 LOCAL AGRMT. 07-5001  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 15, 2007

ENG. EST.	LOW BID
\$ 1,325,187.40	\$ 1,299,652.30
% OVER/UNDER EST.	
	-1.93 %

Bridge removal and replacement along with related approach work on Division Road at Belle River, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 1,299,652.30	Same	1 **
Walter Toebe Construction Co.	\$ 1,316,699.39	Same	2
Posen Construction, Inc.	\$ 1,330,754.56	Same	3
Anlaan Corporation	\$ 1,397,304.45	Same	4
Davis Construction, Inc.	\$ 1,408,024.55	Same	5
C.A. Hull Co., Inc.	\$ 1,468,355.08	Same	6
E. C. Korneffel Co.	\$ 1,593,170.83	Same	7
Midwest Bridge Company			
J. Slagter & Son Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86337A

St Clair County

5.04 %

State Restricted Trunkline Funds

94.96 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.



**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48064.

166. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703045  
 PROJECT BRO 30005-89202  
 LOCAL AGRMT. 07-5004  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 30, 2007

ENG. EST.	LOW BID
\$ 561,416.30	\$ 544,339.85
% OVER/UNDER EST.	
	-3.04 %

Remove existing structure and construct a precast 3-sided culvert and related road work on Moore Road over Beebe Creek, Hillsdale County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Nashville Construction Company</b>	<b>\$ 544,339.85</b>	<b>Same</b>	<b>1 **</b>
J.E. Kloote Contracting, Inc.	\$ 552,025.40	Same	2
Anlaan Corporation	\$ 566,113.85	Same	3
Quantum Construction Company, Inc.	\$ 601,783.70	Same	4
J. Slagter & Son Construction Co.	\$ 664,027.15	Same	5
DeAngelis Landscape, Inc.	\$ 664,950.00	Same	6
Davis Construction, Inc.	\$ 670,729.05	Same	7
E.T. MacKenzie Company	\$ 691,136.17	Same	8
Heystek Contracting, Inc.	\$ 691,877.50	Same	9
Anderzack - Pitzen Construction	\$ 745,024.00	Same	10
Dunigan Brothers, Inc.			
Hoffman Bros., Inc.			
L.J. Construction, Inc.			
E. C. Korneffel Co.			
S.L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Walter Toebe Construction Co.			
Parrish Excavating, Inc.			

10 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

89202A	
Hillsdale County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49242.

167. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703046  
 PROJECT STL 77046-76620  
 LOCAL AGRMT. 07-5017  
 START DATE - 10 days after award  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.	LOW BID
\$ 522,729.10	\$ 446,432.66
% OVER/UNDER EST.	
	-14.60 %

0.93 mi of hot mix asphalt road rehabilitation, earthwork, cold milling, pavement joint repair and drainage improvement on Gratiot Road from west of Wadhams Road easterly to east of Wadhams Road, St. Clair County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Ace Asphalt &amp; Paving Co.</b>	<b>\$ 446,432.66</b>	<b>Same</b>	<b>1 **</b>
Florence Cement Company	\$ 466,210.37	Same	2
Barrett Paving Materials, Inc.	\$ 477,670.95	Same	3
Ajax Paving Industries, Inc.	\$ 512,788.85	Same	4
Astec Asphalt, Inc.	\$ 524,327.00	Same	5
John Carlo, Inc.	\$ 558,458.58	Same	6
Pro-Line Asphalt Paving Corp.	\$ 663,076.15	Same	7

7 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

76620A	
St Clair County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 48079.

168. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703047  
 PROJECT MCS 77022-83931  
 LOCAL AGRMT. 06-5668  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST.  
 \$ 1,501,952.50

LOW BID  
 \$ 1,489,309.50

% OVER/UNDER EST.  
 -0.84 %

Bridge removal and replacement along with related approach  
 work on Wadhams Road at Pine River, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Davis Construction, Inc.</b>	<b>\$ 1,489,309.50</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 1,509,900.42	Same	2
Walter Toebe Construction Co.	\$ 1,531,222.29	Same	3
Anlaan Corporation	\$ 1,584,121.16	Same	4
C.A. Hull Co., Inc.	\$ 1,672,243.80	Same	5
Dan's Excavating, Inc.	\$ 1,688,602.78	Same	6
E. C. Korneffel Co.	\$ 1,852,117.51	Same	7
Midwest Bridge Company			
J. Slagter & Son Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for  
 approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or  
 off the federal-aid highway system, under local jurisdiction. This project  
 was selected through the local bridge selection process as defined in current  
 legislation.

**Benefit:** By awarding this project, the locally owned transportation system is  
 further preserved providing increased economic value and quality of life for  
 the traveling public.

**Funding Source:**

83931A

St Clair County

5.03 %

State Restricted Trunkline Funds

94.97 %

**Commitment Level:** The contract cost is not fixed. It is based on the  
 engineer's best estimate of probable construction cost. The contract's final  
 cost will be based on actual quantities built in the field and unit prices  
 bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for  
 local bridge projects within Michigan. If the project is not awarded, the  
 funds would be required by law to be applied to another local bridge project.  
 If the project is not awarded, there is a possibility that the bridge will  
 deteriorate further and will impact vehicular traffic to the point of  
 restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded  
 the project. Any negotiation prior to award of this contract, whether  
 implicit or explicit, violates federal regulations and Section 107.01 of the  
 2003 Michigan Department of Transportation Standard Specifications for  
 Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48079.

169. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703048  
 PROJECT STH 56609-87733  
 LOCAL AGRMT. 07-5016  
 START DATE - JULY 02, 2007  
 COMPLETION DATE - AUGUST 29, 2007

ENG. EST. \$ 319,782.00  
 LOW BID \$ 253,681.89  
 % OVER/UNDER EST. -20.67 %

Intersection reconstruction, hot mix asphalt paving and storm sewer on Freeland Road at Orr Road, Midland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Crawford Contracting, Inc.</b>	<b>\$ 253,681.89</b>	<b>Same</b>	<b>1 **</b>
Heystek Contracting, Inc.	\$ 254,086.09	Same	2
Saginaw Asphalt Paving Company	\$ 255,422.08	Same	3
Rohde Brothers Excavating, Inc.	\$ 258,955.00	Same	4
Wooten Contracting Co.	\$ 262,359.50	Same	5
Geiersbach Construction, Inc.	\$ 265,546.00	Same	6
A. J. Rehms & Son, Inc.	\$ 269,385.25	Same	7
Champagne and Marx Excavating, Inc.	\$ 279,912.37	Same	8
CRS/Shaw Contracting Co.	\$ 279,912.43	Same	9
John Henry Excavating, Inc.	\$ 286,855.26	Same	10
L.J. Construction, Inc.	\$ 295,697.06	Same	11
Lee Wood Contracting, Inc.	\$ 297,127.42	Same	12
Central Michigan Contracting, Inc.	\$ 301,833.33	Same	13
Porath Contractors, Inc.	\$ 302,452.60	Same	14
Cadwell Brothers Construction	\$ 304,031.10	Same	15
Astec Asphalt, Inc.	\$ 306,348.77	Same	16
3-S Construction, Inc.	\$ 328,096.35	Same	17
The Isabella Corporation			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			
Central Asphalt, Inc.			
Fisher Contracting Company			

17 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

87733A

Midland County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 48623.

170. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703049  
 PROJECT STH 37609-84955  
 LOCAL AGRMT. 07-5030  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 27, 2007

ENG. EST.  
 \$ 197,704.60

LOW BID  
 \$ 185,834.97

% OVER/UNDER EST.  
 -6.00 %

Intersection reconstruction including crushing and shaping  
 and hot mix asphalt paving on Stevenson Lake Road at  
 Crawford Road, Isabella County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Jackson Bulldozing Company</b>	<b>\$ 185,834.97</b>	<b>Same</b>	<b>1 **</b>
The Isabella Corporation	\$ 187,154.16	Same	2
Crawford Contracting, Inc.	\$ 198,696.75	Same	3
Porath Contractors, Inc.	\$ 201,694.96	Same	4
Malley Transport, LLC	\$ 206,312.86	Same	5
M & M Excavating Co., Inc.	\$ 206,551.36	Same	6
Wonsey Tree Service, Inc.	\$ 216,641.04	Same	7
Cadwell Brothers Construction	\$ 223,100.91	Same	8
Central Michigan Contracting, Inc.	\$ 223,594.07	Same	9
C. R. Hunt Construction Company	\$ 242,530.06	Same	10
L.J. Construction, Inc.	\$ 261,743.55	Same	11
Tri-Valley Landscaping, Inc.	\$ 264,147.54	Same	12
Miller Development, Inc.			
Pyramid Paving & Contracting Co.			
D.J. McQuestion & Sons, Inc.			
Rohde Brothers Excavating, Inc.			
Central Asphalt, Inc.			
Milbocker and Sons, Inc.			
Rieth-Riley Construction Co., Inc.			

12 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

84955A

Isabella County	20.00 %
Federal Highway Administration Funds	80.00 %

**Selection:** Low bid.

**Zip Code:** 48617.

171. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703052  
 PROJECT BRO 82008-86339  
 LOCAL AGRMT. 07-5032  
 START DATE - 10 days after award  
 COMPLETION DATE - SEPTEMBER 01, 2007

ENG. EST.  
 \$ 282,063.06

LOW BID  
 \$ 299,660.47

% OVER/UNDER EST.  
 6.24 %

Bridge superstructure replacement along with related approach work on Gulley Road at Ecourse Creek in the city of Dearborn Heights, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>E. C. Korneffel Co.</b>	<b>\$ 299,660.47</b>	<b>Same</b>	<b>1 **</b>
Walter Toebe Construction Co.	\$ 344,207.42	Same	2
Posen Construction, Inc.	\$ 366,630.17	Same	3
Midwest Bridge Company	\$ 437,835.00	Same	4
DeAngelis Landscape, Inc.			
Peter A. Basile Sons, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86339A

City of Dearborn Heights	19.55 %
Federal Highway Administration Funds	67.75 %
State Restricted Trunkline Funds	12.70 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.  
**Selection:** Low bid.  
**Zip Code:** 48127.

172.	LETTING OF MARCH 02, 2007	ENG. EST.	LOW BID
	PROPOSAL 0703053	\$ 206,440.51	\$ 258,161.33
	PROJECT BRO 82020-86340		
	LOCAL AGRMT. 07-5034		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 01, 2007		25.05 %

Bridge rehabilitation work including superstructure replacement and related approach work on Continental Drive at Sexton Kilfoil Drain in the city of Taylor, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>E. C. Korneffel Co.</b>	<b>\$ 258,161.33</b>	<b>Same</b>	<b>1 **</b>
Posen Construction, Inc.	\$ 289,443.80	Same	2
Walter Toebe Construction Co.	\$ 294,579.86	Same	3
Midwest Bridge Company	\$ 312,124.80	Same	4
DeAngelis Landscape, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

## 4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86340A

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	15.00	%
City of Taylor	5.00	%

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48180.

173. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703054 \$ ENG. EST. 323,534.50 \$ LOW BID 254,002.38  
 PROJECT STUL 58416-89409  
 LOCAL AGRMT. 07-5037 % OVER/UNDER EST.  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 01, 2007 -21.49 %

0.57 mi of cold milling hot mix asphalt pavement, placing three inches of hot mix asphalt, spot curb and sidewalk work on East 1st Street from Macomb Street to Winchester Parkway in the city of Monroe, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Cadillac Asphalt, LLC.</b>	<b>\$ 254,002.38</b>	<b>Same</b>	<b>1 **</b>
Gerken Paving, Inc.	\$ 264,210.98	Same	2
Ajax Paving Industries, Inc.	\$ 264,657.46	Same	3
Asix Asphalt Paving LLC	\$ 277,285.11	Same	4
Florence Cement Company	\$ 290,642.63	Same	5
Barrett Paving Materials, Inc.	\$ 300,412.05	Same	6
Peter A. Basile Sons, Inc.			
ABC Paving Company			
Bryant Asphalt Paving, Inc.			

6 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

89409A

Federal Highway Administration Funds	81.85 %
City of Monroe	18.15 %

**Selection:** Low bid.

**Zip Code:** 48161.



174. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703058  
 PROJECT MCS 56007-86277, ETC  
 LOCAL AGRMT. 06-5560  
 START DATE - 10 days after award  
 COMPLETION DATE - AUGUST 31, 2007

ENG. EST. \$ 1,627,730.25  
 LOW BID \$ 1,316,971.43  
 % OVER/UNDER EST. -19.09 %

Bridge removal and replacement along with related approach work on Lewis Road over Little Salt Creek, Castor Road over Little Salt Creek and Smiths Crossing Road over Fleming Drain, Midland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 1,316,971.43</b>	<b>Same</b>	<b>1 **</b>
Miller Development, Inc.	\$ 1,346,945.33	Same	2
S.L. & H. Contractors, Inc.	\$ 1,364,638.34	Same	3
E.T. MacKenzie Company	\$ 1,419,677.55	Same	4
Anlaan Corporation	\$ 1,507,665.66	Same	5
John Henry Excavating, Inc.	\$ 1,588,137.51	Same	6
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
Fisher Contracting Company			
Walter Toebe Construction Co.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86277A	
Midland County	5.15 %
State Restricted Trunkline Funds	94.85 %
86278A	
Midland County	9.43 %
Federal Highway Administration Funds	76.27 %
State Restricted Trunkline Funds	14.30 %
86279A	
Midland County	5.81 %
State Restricted Trunkline Funds	94.19 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48883.

175.	LETTING OF MARCH 02, 2007 PROPOSAL 0703063 PROJECT MCS 47003-86433 LOCAL AGRMT. 06-5576 START DATE - 10 days after award COMPLETION DATE - JULY 27, 2007	ENG. EST. \$ 982,392.80	LOW BID \$ 796,871.54	% OVER/UNDER EST. -18.88 %
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Remove and replace bridge along with related approach work on North Fowlerville Road at Conway Cohoctah Drain, Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Fonson, Inc.</b>	<b>\$ 796,871.54</b>	<b>Same</b>	<b>1 **</b>
E.T. MacKenzie Company	\$ 816,826.41	Same	2
DiPonio Contracting L.L.C.	\$ 826,290.09	Same	3
C & D Hughes, Inc.	\$ 845,916.04	Same	4
South Hill Construction Company	\$ 854,220.74	Same	5
DeAngelis Landscape, Inc.	\$ 856,675.00	Same	6
L.J. Construction, Inc.	\$ 858,935.50	Same	7
Ron Bretz Excavating, Inc.	\$ 882,775.54	Same	8
J.E. Kloote Contracting, Inc.	\$ 897,189.48	Same	9
Six-S, Inc.	\$ 897,564.49	Same	10
Tri-Valley Landscaping, Inc.	\$ 918,099.11	Same	11
Angelo Iafrate Construction Company	\$ 921,979.94	Same	12
Aggregate Industries-Central Region	\$ 922,944.77	Same	13
Cadwell Brothers Construction	\$ 959,278.79	Same	14
Zito Construction Co.	\$ 969,972.52	Same	15
Dunigan Brothers, Inc.			
Fisher Contracting Company			
J. Slagter & Son Construction Co.			
Anlaan Corporation			
S.L. & H. Contractors, Inc.			
Milbocker and Sons, Inc.			
Hardman Construction, Inc.			
Walter Toebe Construction Co.			
Davis Construction, Inc.			

15 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge on or off the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86433A

Livingston County

5.06 %

State Restricted Trunkline Funds

94.94 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 48843-8575.

176. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703064  
 PROJECT BRO 67011-86356  
 LOCAL AGRMT. 07-5008  
 START DATE - 10 days after award  
 COMPLETION DATE - JULY 30, 2007

ENG. EST.  
 \$ 332,376.40

LOW BID  
 \$ 317,317.50

% OVER/UNDER EST.  
 -4.53 %

Remove existing structure and construct a precast arch culvert and related approach work on 10th Avenue over Chippewa River, Osceola County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>J.E. Kloote Contracting, Inc.</b>	<b>\$ 317,317.50</b>	<b>Same</b>	<b>1 **</b>
Anlaan Corporation	\$ 330,619.00	Same	2
John Henry Excavating, Inc.	\$ 353,920.10	Same	3
Milbocker and Sons, Inc.	\$ 365,735.89	Same	4
Davis Construction, Inc.	\$ 366,928.60	Same	5
J. Slagter & Son Construction Co.	\$ 386,789.35	Same	6
Miller Development, Inc.			
S.L. & H. Contractors, Inc.			
L.J. Construction, Inc.			
3-S Construction, Inc.			
Fisher Contracting Company			
L.W. Lamb, Inc.			
Kamminga & Roodvoets, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the replacement of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

**Benefit:** By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

86356A

Osceola County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** State & local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**New Project Identification:** Bridge replacement.

**Selection:** Low bid.

**Zip Code:** 49679.

177. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703065  
 PROJECT EDDF 65555-82677  
 LOCAL AGRMT. 07-5040  
 START DATE - MAY 29, 2007  
 COMPLETION DATE - JUNE 29, 2007

ENG. EST.	LOW BID
\$ 371,077.45	\$ 303,653.44
% OVER/UNDER EST.	
	-18.17 %

0.96 mi of hot mix asphalt resurfacing, base crushing and shaping and drainage on Rose City Road from Beechwood Road easterly to Reasner Road, Ogemaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Bolen Asphalt Paving, Inc.</b>	\$ 303,653.44	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 313,476.96	Same	2
Saginaw Asphalt Paving Company	\$ 363,702.59	Same	3
Pyramid Paving & Contracting Co.	\$ 364,125.61	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Purpose/Business Case:** This project is for the resurfacing of a predetermined portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

**Benefit:** By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

**Funding Source:**

82677A

Ogemaw County	20.00 %
Federal Highway Administration Funds	49.00 %
State Restricted Economic Development Funds	31.00 %

**Commitment Level:** The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

**Risk Assessment:** If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

**Cost Reduction:** This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

**Zip Code:** 48654.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 878,311.24	Same	1 **
Aggregate Industries-Central Region	\$ 891,229.65	Same	2

## 2 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

## Source of Funds:

81209A

Federal Highway Administration Funds	80.41 %
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City of Kalamazoo	19.59 %
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**Selection:** Low bid.

**Zip Code:** 49001.

179. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703067  
 PROJECT STUL 08447-87779  
 LOCAL AGRMT. 07-5036  
 START DATE - MAY 01, 2007  
 COMPLETION DATE - JUNE 25, 2007

ENG. EST.  
 \$ 208,896.60

LOW BID  
 \$ 230,777.18

% OVER/UNDER EST.  
 10.47 %

0.35 mi of hot mix asphalt resurfacing, sidewalk, guardrail replacement, permanent signing and pavement markings on West Green Street from Cook Road to Cass Road in the city of Hastings, Barry County.

BIDDER **WITHDRAWN** AS-SUBMITTED AS-CHECKED

Aggregate Industries-Central Region	\$ 230,777.18	Same	1 **
C & D Hughes, Inc.	\$ 246,147.80	Same	2
Michigan Paving & Materials Co.	\$ 252,547.67	Same	3
Kamminga & Roodvoets, Inc.	\$ 263,302.02	Same	4
Rieth-Riley Construction Co., Inc.	\$ 299,637.82	Same	5

5 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

87779A

Federal Highway Administration Funds

81.85 %

City of Hastings

18.15 %

**Selection:** Low bid.

**Zip Code:** 49058.

180. LETTING OF MARCH 02, 2007  
 PROPOSAL 0703250  
 PROJECT HRRR 13609-88265  
 LOCAL AGRMT. 06-5551  
 START DATE - 10 days after award  
 COMPLETION DATE - MAY 31, 2007

ENG. EST.  
 \$ 1,198,027.20 \$  
 LOW BID  
**723,837.84**  
 % OVER/UNDER EST.  
 -39.58 %

12.78 mi of removal of fixed objects, clearing, upgrade roadway shoulders, install delineators, and permanent marking upgrades on B Drive South from 9 1/2 Mile Road east to 12 Mile Road, N Drive North from 16 Mile Road east to 20 1/2 Mile Road, and Union City Road from R Drive South northerly to H Drive South, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Hoffman Bros., Inc.</b>	<b>\$ 723,837.84</b>	<b>Same</b>	<b>1 **</b>
Peters Construction Co.	\$ 827,206.00	Same	2
Nashville Construction Company	\$ 936,944.83	Same	3
C & D Hughes, Inc.	\$ 974,399.07	Same	4
Mead Bros. Excavating, Inc.	\$ 1,017,261.21	Same	5
Bailey Excavating, Inc.	\$ 1,059,441.70	Same	6
Cadwell Brothers Construction	\$ 1,295,376.93	Same	7
Aggregate Industries-Central Region	\$ 1,361,438.32	Same	8
Dunigan Brothers, Inc.			
Kalin Construction Co., Inc.			
CL Trucking & Excavating, LLC.			
Kamminga & Roodvoets, Inc.			
Tri-Valley Landscaping, Inc.			
Fisher Contracting Company			
Northern Construction Services, Co.			

8 Bidders

This project is a federal/local project with MDOT conducting administrative oversight only.

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

**Source of Funds:**

88265A	
Calhoun County	10.00 %
Federal Highway Administration Funds	90.00 %

**Selection:** Low bid.

**Zip Code:** 49051.



## REAL ESTATE PROJECT

181.	LETTING OF MARCH 02, 2007		ENG. EST.		LOW BID
	PROPOSAL 0703119	\$	47,940.00	\$	<b>56,040.00</b>
	PROJECT MBS 49022-87543B01				
	LOCAL AGRMT.				% OVER/UNDER EST.
	START DATE - 10 days after award				
	COMPLETION DATE - AUGUST 31, 2007				16.90 %

Demolition of department-owned real estate parcels,  
Mackinac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
<b>Pitsch Wrecking Company</b>	<b>\$ 56,040.00</b>	<b>Same</b>	<b>1 **</b>
Porath Contractors, Inc.	\$ 63,910.00	Same	2
S.A. Torello, Inc.	\$ 77,755.90	Same	3
Tri-County Excavating	\$ 86,114.00	Same	4
Homrich Wrecking, Inc.	\$ 94,910.00	Same	5

## 5 Bidders

**Purpose/Business Case:** To demolish improvements and clear site at the intersection of M-117 and U. S. 2, Engadine, MI for a future Park and Ride.  
**Benefit:** To remove a safety hazard and to avoid having to maintain and repair the improvements.

**Funding Source:**

87543B01

## State Restricted Trunkline Funds

100 %

Commitment Level:

Cost is not fixed; it is based on the best estimate of probably demolition costs. Final cost will be based on unit prices bid by the contractor.

### Risk Assessment:

Demolition and clearance of this parcel will avoid any potential liability or legal issues involving the public.

**Cost Reduction:** Demolition of improvements will eliminate maintenance and repair costs.

**Selection:** Low bid.

**New Project Identification:** Demolition.

**Zip Code:** 49827.

## EXTRAS

### 182. Extra 2007 - 36

Control Section/Job Number: 33403-55971 Local Agency Project

State Administrative Board: This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission: Does not meet criteria.

Contractor: CL Trucking & Excavating, LLC.  
1820 North Jefferson Street  
Ionia, MI 48846

Designed By: Fitzgerald Henne & Assoc., Inc.  
Engineer's Estimate: \$1,078,202.00

#### Description of Project:

0.49 miles of hot mix asphalt road reconstruction with concrete curb and gutter, and storm sewer on Washington Avenue from Willoughby Road to Edgewood Boulevard in the City of Lansing, Ingham County.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	March 9, 2006	
Original Contract Amount:	\$864,975.65	
Total of Overruns/Changes (Approved to Date):	(\$525.21)	- 0.06%
Total of Extras/Adjustments (Approved to Date):	50,899.34	+ 5.88%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>22,670.14</u></b>	<b><u>+ 2.62%</u></b>
<b>Revised Total</b>	<b><u>\$938,019.92</u></b>	<b>+ 8.44%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 5.82% over the original budget for an **Authorized to Date Amount** of \$915,349.78.

Approval of this extra will place the authorized status of the contract 8.44% or \$73,044.27 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Retaining Wall, Conc	6.810 Cyd @ \$1,663.75/Cyd	\$11,330.14
Guard Rail End Section, Rem & Replace		
SRT/Fleet Ending	4.000 Ea @ \$2,835.00/Ea	<u>11,340.00</u>
<b>Total</b>		<b><u>\$22,670.14</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The plans did not include a detail showing how to transition the sidewalk from behind the bridge piers to the area outside the bridge piers. This detail is necessary due to the height of the sidewalk behind the bridge piers. The contractor was directed to install a sloped concrete retaining wall at the four quadrants of the bridge piers to allow construction of a new sidewalk. Using this detail will also help in restoring the slopes behind the sidewalk. This extra work is 100 percent funded by the City of Lansing. The extra cost for the Retaining Wall, Conc was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on the additional time, equipment and materials needed to complete the work.

The existing guardrail end sections on the outside of each of the four bridge piers of the I-96 overpass on S. Washington did not meet MDOT standards. The contractor was directed to remove and replace them to meet the current standards. The extra cost for Guard Rail End Section, Rem & Replace SRT/Fleet Ending was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar work in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 68.64%; City of Lansing, 31.36%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48911.

**183. Extra 2007 - 37**

Control Section/Job Number:	24011-45965-2	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra, or related extras, that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Cordes Excavating, Inc. 704 East Progress Street Hillman, MI 49746	
Designed By:	MDOT	
Engineer's Estimate:	\$1,931,867.71	

Description of Project:

2.08 miles of hot mix asphalt cold milling and resurfacing, widening for passing relief lanes, joint repairs, and drainage improvements on US-31 from the Charlevoix/Emmet County line east to Camp Daggett Road, Emmet County. This project includes a 5-year materials and workmanship pavement warranty and a 3-year pavement performance warranty.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 25, 2006	
Original Contract Amount:	\$2,092,023.62	
Total of Overruns/Changes (Approved to Date):	0.00	+ 0.00%
Total of Extras/Adjustments (Approved to Date):	0.00	+ 0.00%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>208,953.96</u></b>	<b><u>+ 9.99%</u></b>
<b>Revised Total</b>	<b><u>\$2,300,977.58</u></b>	<b>+ 9.99%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.00% over the original budget for an **Authorized to Date Amount** of \$2,092,023.62.

Approval of this extra will place the authorized status of the contract 9.99% or \$208,953.96 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Backfill, Swamp	11,778.690 Cyd @ \$10.30/Cyd	\$121,320.51
Excavation, Peat	11,778.690 Cyd @ \$7.44/Cyd	87,633.45
<b>Total</b>		<b><u>\$208,953.96</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

After construction started, it became apparent the project had some areas with poor soils that needed to be removed to provide a stable base for the road. The area was reviewed by the region soils engineer and it was determined that it should be removed. The contractor was directed to remove the poor material using peat excavation and backfilling the area using the pay item swamp backfill. The extra costs for Excavation, Peat and Backfill, Swamp were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.  
**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.  
**Funding Source:** State Restricted Trunkline, 100%.  
**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.  
**Risk Assessment:** These items were required for the safe and timely completion of the project.  
**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.  
**Selection:** Low bid.  
**New Project Identification:** This is an existing project already under contract.  
**Zip Code:** 49711.

184. **Extra 2007- 38**

Control Section/Job Number:	63544-56254	Local Agency Project
State Administrative Board -	This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Sunset Excavating, Inc. 12641 Stark Road Livonia, MI 48150	
Designed By:	Local Agency	
Engineer's Estimate:	\$16,693,704.50	

Description of Project:

2.33 miles of pavement removal, earthwork, storm sewer, sanitary sewer, water main, traffic signals, hot mix asphalt paving, and concrete pavement on Crooks Road from Square Lake Road to south of M-59 in the cities of Troy and Rochester Hills, Oakland County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 3, 2006	
Original Contract Amount:	\$14,926,846.20	
Total of Overruns/Changes (Approved to Date):	4,288.25	+ 0.03%
Total of Extras/Adjustments (Approved to Date):	13,662.59	+ 0.09%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>138,600.00</u></b>	<b><u>+ 0.93%</u></b>
<b>Revised Total</b>	<b><u>\$15,083,397.04</u></b>	<b>+ 1.05%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 0.12% over the original budget for an **Authorized to Date Amount** of \$14,944,797.04.

Approval of this extra will place the authorized status of the contract 1.05% or \$156,550.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 3

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 3**

Undercut and Backfill W/5G	4,500.000 Cyd @ \$30.80/Cyd	<u>\$138,600.00</u>
Total		<u>\$138,600.00</u>

**CM 3 Offset Information**

Subgrade Undercutting, Type II	-4,500.000 Cyd @ \$21.58/Cyd	(97,110.00)
Total		(\$97,110.00)

<b>Grand Total</b>		<b><u>\$138,600.00</u></b>
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<b>Total Offsets This Request</b>	<b><u>(\$97,110.00)</u></b>
<b>Net Revised Request</b>	<b><u>\$41,490.00</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

This extra was established to replace Subgrade Undercutting Type II. There is a corresponding quantity reduction in this contract modification for Subgrade Undercutting Type II. To provide for improved drainage in the undercut areas the contractor was directed to change from the Subgrade Undercutting, Type II to Undercut and Backfill W/5G. The extra costs for Undercut and Backfill W/5G was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and similar items in MDOT's Average Unit Price Index. The extra costs are offset by a \$97,110 reduction in the original item listed above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 73.78%; Oakland County, 26.22%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48309.

185. **Extra 2007 - 39**

Control Section/Job Number: 82022-45684A MDOT Project

State Administrative Board - This project has an individual extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: Tetra Tech of Michigan, PC  
Engineer's Estimate: \$83,621,931.82

Description of Project:

6.02 mile reconstruction of mainline and ramps, drainage work, signing, lighting, concrete barrier wall, valley gutter, patching, and diamond grinding on I-94 from Pelham Road to Wyoming Avenue with 20 bridge reconstructions in the cities of Dearborn, Allen Park and Detroit, Wayne County.

Administrative Board Approval Date:	October 5, 2004	
Contract Date:	October 7, 2004	
Original Contract Amount:	\$75,638,397.91	
Total of Overruns/Changes (Approved to Date):	4,412,942.06	+ 5.83%
Total of Extras/Adjustments (Approved to Date):	1,862,020.25	+ 2.46%
Total of Negative Adjustments (Approved to Date):	(166,672.90)	- 0.22%
<b>THIS REQUEST</b>	<b><u>174,076.20</u></b>	<b>+ 0.23%</b>
<b>Revised Total</b>	<b><u>\$81,920,763.52</u></b>	<b>+ 8.30%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 8.07% over the original budget for an **Authorized to Date Amount** of \$81,746,687.32.

Approval of this extra will place the authorized status of the contract 8.30% or \$6,282,365.61 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-92	9	\$300,000.00	08/02/05

Contract Modification Number(s): 49

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Steel Casing Pipe 50", Alignment Conflict with Existing Utilities & Appr. Debris	<u>\$174,076.20</u>
<b>Total</b>	<b><u>\$174,076.20</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

This extra is to compensate the prime and subcontractors for the additional costs incurred to install the 50 inch jacked-in-place pipe under the X04 CSX railroad bridge. Once the location of the pipe was laid out and the utilities were marked it became apparent that the proposed pipe could not be constructed at its planned location and alignment. Several utility conflicts were identified along with right-of-way constraints that limited where the bore pits could be placed.

A new location was determined for the pipe that the MDOT designer and contractor felt would be the best location where no conflicts would be encountered. The contractor began to place the pipe at this location. The excavation of the bore pit went without conflict, but as the contractor began to jack the pipe they encountered old concrete encased piles left from the original construction of the bridge. The encased piles had to be removed by hand using air shovels and torches delaying the work several days. After the piles were removed the bore continued to a total of 48 feet when the foundation of the existing bridge was encountered. According to the original as-built plans of the bridge, the bore should have missed the foundation by 2 feet, but ended up hitting the foundation. Because of the obstruction and the fact that this bore was under the existing railroad, the contractor was told to back out the pipe that was placed and realign it to miss the foundation. The original line item will be paid for the installation of the first 48 feet that was completed then removed as directed by MDOT.

The contractor realigned the pipe and again started to jack and bore the pipe. Five feet into the new alignment the contractor again hit more concrete encased piles. Workers were again sent down to remove these by hand. Several more of these piles were hit throughout the bore but the contractor did manage to make it to the receiving pit on the other side of the tracks. The extra cost for Steel Casing Pipe 50", Alignment Conflict with Existing Utilities and Appr. Debris is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 90.00%; State Restricted Trunkline, 9.03%; City of Dearborn, 0.64%; City of Allen Park, 0.32%; City of Detroit, 0.01%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48126.



186. **Extra 2007 - 40**

Control Section/Job Number: 82073-80013 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Cadillac Asphalt, LLC.  
P O Box 87248  
Canton, MI 48188

Designed By: MDOT

Engineer's Estimate: \$3,030,264.76

Description of Project:

3.14 miles of hot mix asphalt cold milling and resurfacing, concrete pavement repairs, and drainage structure adjustments on M-85 from the Oakwood Boulevard/Fort Street intersection northeasterly to the Clark Street/Fort Street intersection in the City of Detroit, in Wayne County.

Administrative Board Approval Date:	September 30, 2005	
Contract Date:	October 13, 2005	
Original Contract Amount:	\$3,236,668.66	
Total of Overruns/Changes (Approved to Date):	(20,232.07)	- 0.63%
Total of Extras/Adjustments (Approved to Date):	104,610.95	+ 3.23%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>158,829.50</u></b>	<b><u>+ 4.91%</u></b>
<b>Revised Total</b>	<b><u>\$3,479,877.04</u></b>	<b>+ 7.51%</b>

**Offset Information**

Total Offsets This Request	(10,013.85)	- 0.31%
<b>Net Revised Request</b>	<b>\$148,815.65</b>	<b>+4.60%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.60% over the original budget for an **Authorized to Date Amount** of \$3,321,047.54.

Approval of this extra will place the authorized status of the contract 7.51% or \$243,208.38 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4 r.3, 5

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

**CM 4**

Concrete Joint Repair, Case A	967.900 Ft @ \$67.36/Ft	\$65,197.74
Total		<u>\$65,197.74</u>

**CM 4 Offset Information**

Concrete Joint Repair, Case A	-561.000 Ft @ \$17.85/Ft	(\$10,013.85)
Total		<u>(\$10,013.85)</u>

**CM 5**

Extra-Cold Plastic Overlay/6"		
Cross Hatch Yellow	339.000 Ft @ \$2.55/Ft	\$864.45
Extra-Cold Plastic Overlay/Only	1.000 Ea @ \$105.00/Ea	105.00
Extra-ADA Ramps Construction	14,692.470 Sft @ \$6.30/Sft	92,562.56
Extra-Cold Plastic Overlay/Lt. Turn Arrow	1.000 Ea @ \$99.75/Ea	99.75
Total		<u>\$93,631.76</u>

**Grand Total**

**\$158,829.50**

**Total Offsets This Request**

**(\$10,013.85)**

**Net Revised Request**

**\$148,815.65**

**Reason(s) for Extra(s)/Adjustment(s):**

**CM 4**

Section 103.02.B of the 2003 Standard Specifications for Construction states if alterations or changes in quantities significantly change the character of the work under the contract, an adjustment will be made to the contract. In this same Section, number 2 indicates a significant change can be an increase in excess of 125 percent or a decrease below 75 percent on a major item of work. Concrete Joint Repair, Case A was determined to be a major item of work on this contract and the final quantity is about 7 percent of the initial quantity set up on the project. Because this was a major item that fell below the 75 percent of original plan quantity, the price was negotiated to cover the contractor's increased unit costs. The extra cost for Concrete Joint Repair, Case A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable based on documentation submitted by the contractor and verified by MDOT for their increased costs. The extra cost is offset by a \$10,013.85 reduction in the original item on this contract modification; the item was also reduced on contract modification 1 by \$246,401.40, which is not indicated above.

**CM 5**

The pavement markings set up on the contract were polyurea. After discussions with the Metro Region pavement marking specialist, it was determined to change them to Cold Plastic. This was originally completed on contract modification 3 using the plan quantities. This contract modification is balancing the as built quantities for these items. The extra costs for Extra-Cold Plastic Overlay/6" Cross hatch Yellow, Extra-Cold Plastic Overlay/Only, and Extra-Cold Plastic Overlay/Lt. Turn Arrow were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with MDOT's Average Unit Price Index.

The Americans with Disabilities Act (ADA) ramp construction item was originally set up on contract modification 2, contract modification 5 brings the quantity up to the current as constructed quantity. To bring the project up to current standards for the ADA the contractor was directed to remove and replace the sidewalk ramps with ramps which meet the ADA requirements. The price includes the removal and replacement of the ramps. The extra cost for Extra-ADA Ramps Construction was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 15.90%; City of Detroit, 2.25%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48260.

187. **Extra 2007 - 41**

Control Section/Job Number: 82123-52803 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.  
12955 23 Mile Road  
Shelby Twp., MI 48315

Designed By: MDOT

Engineer's Estimate: \$87,017,186.71

Description of Project:

7.04 miles of pavement reconstruction, cold milling, and resurfacing, and 35 structure rehabilitations on I-96 from west of M-39 to Roosevelt Street in the City of Detroit, Wayne County.

Administrative Board Approval Date:	February 15, 2005	
Contract Date:	February 15, 2005	
Original Contract Amount:	\$80,526,088.08	
Total of Overruns/Changes (Approved to Date):	(4,133,361.05)	- 5.13%
Total of Extras/Adjustments (Approved to Date):	6,042,658.30	+ 7.50%
Total of Negative Adjustments (Approved to Date):	(31,767.50)	- 0.04%
<b>THIS REQUEST</b>	<b><u>103,501.93</u></b>	<b><u>+ 0.13%</u></b>
<b>Revised Total</b>	<b><u>\$82,507,119.76</u></b>	<b>+ 2.46%</b>

**SUMMARY:**

The total of all Extras and Overruns approved to date, **before this request**, places this contract 2.33% over the original budget for an **Authorized to Date Amount** of \$82,403,617.83.

Approval of this extra will place the authorized status of the contract 2.46% or \$1,981,031.68 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2005-73	1 r. 1	\$380,033.85	07/05/05
2005-87	10	\$178,928.00	08/02/05
2005-97	11 r. 1, 12	\$336,851.70	09/06/05
2005-98	6 r. 3, 9	\$1,014,054.30	09/06/05
2005-126	16 r. 1	\$455,972.00	11/01/05
2005-148	34 r. 3	\$629,562.35	12/06/05
2006-25	46 r. 1	\$305,457.15	03/07/06
2006-34	50 r. 1	\$189,280.00	03/21/06
2006-60	63 r. 1	\$474,626.25	06/06/06
2006-79	69 r. 1, 77 r. 1	\$190,144.73	06/20/06
2006-96	80	\$122,942.53	07/05/06
2006-135	86 r. 2, 92	\$227,022.64	09/19/06
2006-153	93 r. 2, 95, 98, 101	\$62,961.60	11/07/06
2006-172	102 r. 1, 103	\$118,656.76	12/19/06
2007-34	100 r. 4, 108 r. 1	\$627,185.75	03/06/07

Contract Modification Number(s): 107

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

Additional Form Work at P02	\$7,101.89
Additional Sawing and Sealing at S11 and R02	6,210.32
S02 Fascia Repair	2,331.25
Full Depth Deck Repair at S13	28,641.41
Full Depth Deck Repair at R05	28,958.01
Safety Wedges	938.82
Barrier Patch S02	2,449.20
Left in Place False Decking & Repair Holes in Deck	<u>26,871.03</u>
<b>Total</b>	<b><u>\$103,501.93</u></b>

**Reason(s) for Extra(s)/Adjustment(s):**

The contract drawings called for Ramp A of P02 to be poured on grade. This was not possible due to the ramp width being greater than the top of slope width between the retaining walls. The width of the ramp could not be decreased due to ADA requirements. MDOT directed the contractor to form the ramp and approaches using fascia jacks attached to the retaining walls. The extra cost for Additional Form Work at P02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

The contract documents called for patching at the decks of structures R02 and S11. These bridge decks were in a severely deteriorated condition. MDOT directed the contractor to saw and seal longitudinal joints in the latex concrete patches due to the large areas that had to be patched. The extra cost for Additional Sawing and Sealing at S11 and R02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

The fascias of S02 at spans 101 and 102 were in an extremely deteriorated condition. The contract drawings called for deck patching only at these spans. MDOT directed the contractor to saw cut, chip out unsound concrete and patch the deteriorated areas of the fascia. The extra cost for S02 Fascia Repair is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

After hydrodemolition work was completed at S13 and R05, there were areas of the deck that required full depth removal due to severe deterioration of the existing bridge deck. According to Section 712.04 J. of the 2003 Standard Specifications for Construction this is considered extra work. The contractor was directed to complete the work for the full depth patches. The extra cost for Full Depth Deck Repair at S13 and Full Depth Deck Repair at R05 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

The abutment repair patching details included in the contract drawings required a six-inch projection from the existing concrete. MDOT directed the contractor to construct a concrete wedge beyond the proposed repair to protect traffic from a blunt end. The extra cost for Safety Wedges is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

The existing barrier at S02 was deteriorated and reinforcing steel was exposed at several locations. This repair work was not included on the project drawings. MDOT directed the contractor to realign the exposed reinforcing steel for proper cover, then patch the deteriorated sections of barrier. There are no offsetting original line items for this extra work. The extra cost for Barrier Patch S02 is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

The contract drawings called out HMA overlays for each bridge approach at S22 and S23. The S22 and S23 decks were both extremely deteriorated. MDOT directed the contractor to patch holes in the decks and expansion joints of these structures so that they could accept a HMA overlay. In addition, MDOT directed the contractor to install stay-in-place false decking at both structures to protect the traveling public from future deterioration of these structures. This work was not included in the project drawings. The extra cost for Left in Place False Decking & Repair Holes in Deck is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction. There are no offsetting original items for this extra work.

103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** These extra items were essential to the safe and timely completion of this contract.

**Benefit:** By adding these items, the State receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

**Funding Source:** FHWA, 87.98%; State Restricted Trunkline, 10.92%; City of Detroit, 1.10%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** These items were required for the safe and timely completion of the project.

**Cost Reduction:** Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Code:** 48204, 48223, 48227, 48238.

## OVERRUN

### 188. **Overrun 2007 – 11**

Control Section/Job Number: 29011-56772 MDOT Project

State Administrative Board: This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission: Does not meet criteria.

Contractor: C.A. Hull Co., Inc.  
8177 Goldie Road  
Walled Lake, MI 48390

Designed By: MDOT

Engineer's Estimate: \$4,190,628.30

#### Description of Project:

Deck replacement, deep overlay, substructure repair, zone and full paint, and pin and hanger on 14 structures on US-127, 0.5 miles south of Washington Road northerly to Begole Road in the townships of North Star, Emerson, Bethany and Pine River in Gratiot County.

Administrative Board Approval Date:	September 7, 2004	
Contract Date:	September 8, 2004	
Original Contract Amount:	\$4,309,515.88	
Total of Overruns/Changes (Approved to Date):	430,951.59	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	265,730.34	+ 6.17%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
<b>THIS REQUEST</b>	<b><u>121,000.00</u></b>	<b>+ <u>2.81%</u></b>
<b>Revised Total</b>	<b><u>\$5,127,197.81</u></b>	<b>+ 18.98%</b>

#### SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 16.17% over the original budget for an **Authorized to Date Amount** of \$5,006,197.81.

Approval of this overrun will place the authorized status of the contract 18.98% or \$817,681.93 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Expansion Joint Device	242.000 Ft @ \$500.00/Ft	<u>\$121,000.00</u>
<b>Total</b>		<b><u>\$121,000.00</u></b>

**Reason(s) for Overrun(s):**

The item was set up to be bid at a quantity of 1,024 feet, but the total length of expansion joint device needed to complete the project was approximately 1,551 feet. Although the expansion joint device is over by 527 feet only the amount that is above the 10 percent of the contract will be included in this request. The amount indicated above (242 feet) is the amount requested and the amount that the project is over the 10 percent State Administrative Board limit for overruns. The contractor was directed to install the Expansion Joint Device as required to complete the project. This caused an overrun in the original bid item Expansion Joint Device.

Each work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board at its March 20, 2007 meeting.

**Purpose/Business Case:** This request is to compensate the contractor for the additional quantities of original contract items.

**Benefit:** The public benefits from the project being constructed to the published standards.

**Funding Source:** FHWA, 81.85%; State Restricted Trunkline, 18.15%.

**Commitment Level:** The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

**Risk Assessment:** The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

**Cost Reduction:** The price has been fixed by contract.

**Selection:** Low bid.

**New Project Identification:** This is an existing project already under contract.

**Zip Codes:** 48880.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Kirk T. Steudle  
Director